Central Puget Sound Regional Transit Authority

2004 Financial Plan
Final Version
(May 2004)

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OVERVIEW

Governance

Sound Transit, the Central Puget Sound Regional Transit Authority, was created in 1993 pursuant to State enabling legislation (RCW 81.112). It is a special-purpose metropolitan municipal corporation, responsible for the construction and operation of high-capacity transportation systems within its district. The Sound Transit district comprises the contiguous urbanized areas of King, Pierce, and Snohomish counties. The district contains approximately 80% of the three-county population. Sound Transit's eighteen-member board consists of the Secretary of Transportation for the State of Washington, and seventeen local (i.e., city and county) elected officials who are appointed by the legislative authority of each of the member counties, based on nominations from the respective county executives. Each county has one representative per 145,000 population residing within the Sound Transit district. Currently, there are 10 representatives from King County, 4 from Pierce County, and 3 from Snohomish County.

The Board structure defined in RCW 81.112 was designed to provide linkages to other governmental entities affecting the delivery and coordination of transportation services – the Washington State Department of Transportation (WSDOT), local transit systems, and the largest city within each member county. As noted above, the WSDOT Secretary automatically serves on the Sound Transit Board. Of the county appointees, one must be an elected official from the county's largest city, and at least half the appointees shall also be members of the legislative authority of a local transit system.

Major actions of the authority require a two-thirds majority. These actions are defined by State law to include at least the following: system plan adoption and amendment, system phasing decisions, authorization of annexations, modification of Board composition, and Chief Executive Officer employment.

Financial Policies and Controls

The voter-approved *Sound Move* system plan and financing plan included several important financial policies and controls. Chief among these is a commitment to subarea equity. State law requires high-capacity transit system plans to include an equity element that identifies: (i) revenues anticipated to be generated by corridor and by county; (ii) the phasing of construction and operation of facilities and services in each corridor; and (iii) the degree to which the revenues generated within each county will benefit the residents of that county.

The financial policies adopted with *Sound Move* (*Appendix B* of the plan) state that equity will be defined as "utilizing local tax revenues and related debt for projects and services which benefit the subareas generally in proportion to the level of revenues each subarea generates." The Sound Transit district is divided into five subareas – Snohomish, North King, South King, East King, and Pierce. In adopting the plan, the Sound Transit Board agreed that the facilities, projects, and services identified in the ten-year system plan represent a reasonable definition of equity for purposes of satisfying both public policy concerns and statutory requirements.

This attention to subarea equity figures prominently in Sound Transit's financial controls system. Revenues, budgets, and expenditures are monitored on a subarea basis. This aspect of the plan protects against adverse changes in scope and schedule, and requires a financially feasible solution within each subarea. Given the level of inspection devoted by the Board to subarea financial feasibility, system-wide financial feasibility is significantly enhanced. As a part of its annual financial audit, an independent auditor issues a Schedule of Subarea Equity report.

Notable financial policies adopted with the system plan include:

- requiring an average net debt service coverage ratio of 2.0, not to fall below 1.3 in any year;
- maintaining a two-month operating reserve;
- limiting the amount of debt financing within each subarea to each subarea's ability to repay debt after covering operating costs;
- managing the agency's debt capacity on a consolidated basis; and
- allowing the use of short-term debt to bridge the gap between the timing of expenditures and the receipt of revenues.

FINANCIAL STRUCTURE

The financial statements of Sound Transit are being maintained in accordance with methods prescribed by the Washington State Auditor under authority of R.C.W. Chapter 43.90. Sound Transit uses *Budgeting, Accounting, and Reporting Systems for proprietary type districts in the State of Washington.* Propriety funds are accounted for using the accrual basis of accounting. Therefore, revenues are recognized when earned, expenses are recognized when incurred. Fixed assets are capitalized when purchased, and long-term liabilities are accounted for as incurred. Funds are accounted for on a cost of service or capital gains measurement focus. This means all assets and all liabilities (whether current or non-current) associated with Sound Transit's activities are included on its balance sheets.

Financial Plan

Sound Transit maintains a long-term financial plan, consistent with the Federal Transit Administration's (FTA) "Guidance for Transit Financial Plans." The plan is maintained on a cash basis. It states and projects all agency sources and uses of funds for the period 1997-2025. The Plan presents the agency's operating statements, sources and uses statements, debt amortization and asset replacement schedules for the period 1997-2025. The Plan incorporates the agency's most current Board-adopted operating budget and long-term capital plan and the agency's long-term operating plans for ST Express bus, Sounder commuter rail and Link light rail.

FUNDING SOURCES

Local Taxes

Authority to Levy Taxes

The State enabling legislation defines the taxes that may be levied by a regional transit authority. These include: (i) a retail sales and use tax of up to 0.9%; (ii) a motor vehicle excise tax of up to 0.8%; (iii) an employer tax of up to $2.50 per employee per month; and (iv) a sales and use tax of up to 0.8% on taxable retail car rentals. The first three taxes may be levied based on a simple majority vote within a regional transit district. The car rental tax can be implemented by Board action, if voters have approved the levy of a motor vehicle excise tax. A regional transit authority can pledge the revenues from any of these taxes to the repayment of bonds issued for high-capacity transit purposes. Once approved by voters, the taxes may be implemented by a vote of the Board, and may continue in perpetuity at the Board's discretion.

A sales and use tax of 0.4% and a MVET of 0.3% were approved for Sound Transit's use in a November 1996 referendum. Subsequent to the referendum, the Board also authorized a rental car tax of 0.8%. Approval of these taxes was in connection with the *Sound Move Ten-Year Regional Transit Plan*, adopted by the Sound Transit Board in May 1996. This document represents the system plan and financing plan that, per State law, had to be approved by the Board in advance of the referendum. This plan is often referred to as the "Phase I Plan."

The taxes have no sunset provision, but may change at the completion of the current system plan. A second phase of the system plan would require voter approval. If there is no second phase, the Board will roll back the tax rates to a level sufficient to pay off the outstanding bonds, and to operate and maintain the facilities and services implemented as part of the current system plan.

Revenue Forecasting Methodology

Forecasting revenues for the Sound Transit district presents unique challenges, as its jurisdictional boundary does not correspond to any economic reporting entity. The district includes incorporated and unincorporated areas in three counties – King, Pierce and Snohomish.

To forecast revenues for its five subareas – Snohomish, North King, South King, East King and Pierce – Sound Transit starts with a three-county (King, Pierce and Snohomish) regional forecast produced by Conway and Associates for Sound Transit. This long-term forecast uses as a base a national economic forecast from Blue Chip Economic Forecasters. The national economic forecast is input into Conway and Associates' regional economic model which, combined with a separate model of the aerospace sector, accounts for local labor markets and industries. The model generates 25-year estimates of taxable retail sales and motor vehicle values for the three-county region and indicates, via the growth rates associated with the forecast tax bases, the business cycles expected within the next 25 years. The variables used to predict taxable retail sales include *personal income*, the *unemployment rate* and *housing permits*. *Per capita personal income*, the *driving-age population*, and *the average value of motor vehicles* are the principal determinants of the motor vehicle tax base. Rental car tax revenue forecasts are produced internally by staff using an autoregressive integrated moving average (ARIMA) technique with seasonal adjustments. An adjustment is made to the Retail Sales and Use Tax base from Conway's model to account for use taxes not captured by the Conway and Associates model.

The tax bases are distributed among Sound Transit's subareas using shares of regional tax bases computed with historical data from the State Department of Revenue, the State Department of Licensing and Sound Transit collections. Shares for future periods are estimated with a regression model, with a logarithmic specification to dampen linearity. The Retail Sales and Use Tax, Motor Vehicle Excise Tax, and Rental Car Tax rates are applied to the estimated tax bases to derive Sound Transit revenues. Revenues are converted from an accrual to a cash basis using a one-month lag for Motor Vehicle Excise Tax revenues and a two-month lag for Retail Sales and Use Tax revenues and Rental Car Tax revenues.

Inflation Forecast Methodology

Sound Transit's current economic forecast also includes a projection for consumer price inflation, which is derived from the same Conway and Associates economic model that is used to forecast revenue growth. Inflation, as measured by the consumer price index, is expected to grow at an average annual rate of 2.8 percent from 1997 to 2006, compared with a 3.7 percent rate assumed in the original *Sound Move* estimates.

This inflation forecast is used to convert project costs from their original current-dollar base to a YOE dollar basis. The inflation forecast is applied both to costs and revenues. A change in the rate of forecast

inflation will directly affect both Sound Transit's total program costs and its revenues. A decrease in inflation will cause total program costs (in YOE dollars) and revenues to decline, while an increase in inflation will cause total program costs and revenues (in YOE dollars) to increase. As such a decrease in inflation is not necessarily a positive development for Sound Transit.

The 1998 capital-spending plan applied a single inflation rate–the Consumer Price Index (CPI)–to all elements of capital project budgets. The CPI is the most widely used price index and is based on the changes to a price of a "shopping cart" of goods purchased by most consumers.

In 1999, Sound Transit began to apply a Building Cost Index (BCI) to the construction-related elements of the program. A Seattle-area forecast of this cost index for was developed for Sound Transit by Global Insight (formerly DRI-WEFA). The BCI is based on changes to the price of a "shopping cart" of goods related to construction—skilled labor, structural steel, lumber and cement. Construction costs behave differently from consumer good and services costs over time—sometimes higher, sometimes lower—and Sound Transit has begun to take this difference into account. The BCI is applied to all construction-related costs, while the CPI is applied to other elements, such as design costs. A right-of-way index forecast was also developed by Forecasting and Business Analytics (FABA) to reflect property acquisition costs. This index has been refined to better reflect property price escalation in the Sound Transit district.

Bonds

Debt Limits

Although Sound Transit does not levy property taxes, its debt limit pursuant to State law, like that for all municipalities in the State of Washington, is defined based on the assessed valuation of real property. There are two types of bond limits—for non-voted debt, and for voted debt.

Sound Transit may issue bonds in amounts up to 1.5% of assessed valuation within its district without special voter authorization. In 2002, the assessed valuation was approximately $249 billion, thus the current non-voted debt limit is approximately $3.742 billion. Sound Transit has issued $350 million in bonds to date, leaving a non-voted debt capacity of $3.392 billion. Sound Transit's 2004 Final financial plan projects a total borrowing of $1.705 billion through 2009, including the $350 million of bonds issued in 1999.

Upon the approval of 60% of the electorate, Sound Transit could issue bonds in amounts up to 5% of assessed valuation. This is about $12.472 billion, based on 2002 estimated assessments. At this time, Sound Transit contemplates borrowing to be well under the lower non-voted debt limit. As such it is unlikely that voted debt approval would be sought.

Bonding Assumptions

The financial policies adopted by the Sound Transit Board encourage a conservative use of debt. *Appendix B: Financial Policies* state that "for planning purposes, the RTA's debt service coverage ratio policy will be set at an average coverage ratio of 2.0x for net revenues over annual debt service costs, not to fall below 1.3x in any single year. Prior to bond issuance, the RTA will establish the appropriate debt service coverage ratio to incorporate in its bond covenants." Sound Transit staff have interpreted this policy as applying the 1.3x limit to each subarea, and that coverage ratio is the floor applied to subareas in determining their bonding capacity.

In early 1999, Sound Transit issued $350 million in bonds to take advantage of historically low interest rates (4.97%). Sound Transit's bonds received an underlying credit rating of A1 with a positive outlook

by Moody's and AA by Standard & Poor's. The financial plan assumes that future bonds will be issued at a blended rate of 5.85%, even though a calculation of the agency's weighted average cost of capital (WACC) suggests a significantly lower blended rate. The plan assumes that bonds will be structured with a 30-year term, principal payments deferred for five-years. The plan assumes 1.5% issuance costs and 7.15% of outstanding principal set-aside for bond reserves.

Grants

The 2004 Financial Plan assumes $912 million in federal grant awards in Phase I, with draw-downs totaling $852 million through 2009, and additional funds to be drawn down in 2010. This includes $500 million for the Link Initial Segment and $412 million for Sounder and Regional Express. Federal funding will be secured through conventional Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) programs currently authorized under the Transportation Efficiency Act for the 21st Century (TEA-21). TEA-21 authorized funding for federal transportation programs for federal fiscal years 1998 through 2003. Congress is expected to reauthorize these programs when TEA-21 expires at the end of federal fiscal year 2003. Funding will be secured through both congressional appropriations and regional/national grant competitions. Federal funding assumptions by source include:

Section 5309 New Starts (FTA Discretionary)	$609 million
Section 5307 Formula (FTA Competitive)	$147 million
Surface Transportation Program (FHWA Urban Competitive)	$65 million
Section 5309 Bus (FTA Discretionary)	$42 million
Congestion Mitigation Air Quality (FHWA Competitive)	$22 million
Surface Transportation Program (FHWA Railroad Crossing Comp.)	$9 million
State Funds	$15 million
Miscellaneous Competitive	$3 million
Total	**$912 million**

Results: The Financial Plan assumes nearly $95 million in grant awards in 2004. Of the $95 million in grant awards, $75 million is the 2004 appropriation for Link, which is consistent with the schedule of federal funds in the Full Funding Grant Agreement. To date, Sound Transit has been awarded $397 million, or 44%, of the total projected federal funding. Funding has been secured through congressional appropriations ($229 million), regional/national competition ($153 million) and state appropriations ($15 million). Funding has been secured across all funding sources and lines of business:

- $231 million for Sounder rolling stock, track and signal work, railroad crossings, equipment, ROW and station construction
- $92 million for Link preliminary engineering and final design
- $74 million for Regional Express rolling stock, transit centers, park and rides and direct access ramps, I-90 and bike and pedestrian access

New Starts Funding and Full Funding Grant Agreement: Sixty-seven percent (67%) or $609 million of Sound Transit's federal funding is assumed to come from Section 5309 "New Starts" funding administered by the Federal Transit Administration. New Starts funding is earmarked directly by Congress for major capital investments in fixed guideway systems in urban areas and is highly

competitive. New Starts projects undergo rigorous evaluation, rating and comparison as part of the funding process.

While both Sounder and Link are eligible for New Starts funding, the majority of New Starts funding ($500 million) is assumed for the Link Initial Segment under a Full Funding Grant Agreement (FFGA). FFGA's are agreements used by the Federal Transit Administration to establish multi-year commitments of federal funding for New Starts projects. An FFGA provides a relatively high level of assurance that funding for the project will be included in the executive branch's annual budget request and subsequent annual appropriations by Congress.

Sound Transit worked closely with the Department of Transportation and the Federal Transit Administration to revise its FFGA to reflect changes to the project as adopted by the Board in November of 2001. The agency has been successful in securing a new FFGA.

The 2004 Financial Plan assumes a single FFGA with federal appropriations totaling $500 million from 1997-2009, consistent with the schedule of federal funds included in the FFGA, and does not assume the issuance of grant anticipation notes.

Fare Revenues

The financial plan assumes the agency continues to collect fare revenues from Sound Transit operations—ST Express bus, Sounder commuter rail, and Link light rail. Fare box revenue forecasts are based on ridership forecasts and assumptions regarding fare levels. Currently, the agency collects fare revenues on bus and commuter rail service. The agency is not planning on collecting fares for Tacoma Link, and will not receive fares for Central Link until the system becomes operational in 2009.

Interest Earnings

The financial plan assumes that Sound Transit will earn a 3.9% rate of return on its cash balances through the planning period (2025). Per Sound Transit financial policies, all interest earnings are credited to the agency's Regional Fund to offset expenditures for region-wide programs.

State and Local Assistance

State and local financial assistance is a catch-all category for funds that are either granted directly to Sound Transit, or are provided as a credit against taxes or fees that would otherwise be levied on construction activities by other units of government. The agency has commitments from other jurisdictions for providing funds for Regional Express and Sounder projects. Such revenues are not included in the financial plan until agreements with other jurisdictions are signed.

For Link light rail, the current financial plan includes $29 million in both revenue and expenditure assumptions for the Community Development Fund (CDF); in addition, Sound Transit will also be reimbursed $4.7 million for CDF administrative costs. Sound Transit has executed agreements with the City of Seattle and King County under which the City and County will fund the CDF, either directly or through a combination of direct appropriations and indirect contributions to the Link project. The financial plan placeholder accounts for all sources and uses needed to meet the commitment to the community as identified in the Record of Decision.

OPERATING PLAN

Service implementation plan

Sound Transit services consist of four elements: (i) Regional Express bus service; (ii) Sounder commuter rail services; (iii) Tacoma Link light rail service; and (iv) Central Link light rail service.

Regional Express

Regional Express commenced operations in 1997, when Sound Transit assumed financial responsibility for the Seattle-Tacoma Express that had previously been funded by Pierce Transit. In September 1999, service was implemented on ten new Regional Express routes and another major service expansion took place in September 2000. Service will continue to expand gradually through 2006 and beyond.

Regional Express is currently operating 19 bus routes, which serve riders in King, Pierce and Snohomish counties; the final two planned routes began operations in September 2002. Annual ridership is on target with 7.3 million boardings in 2003 and 8.9 million forecast for 2004. ST Express buses already carry an average of 26,000 riders per day in the three-county region. A detailed plan for Regional Express services is described in the *Regional Express Service Implementation Plan*, which is updated annually. The partnerships formed with Community Transit, King County Metro, and Pierce Transit have enabled Sound Transit to implement a system that makes the most of the region's transportation resources.

Sounder

Sounder began limited revenue operations in September 2000 between Seattle and Tacoma. This initial segment will have service ramp up from six trains daily to 18 trains daily by 2005. The Everett-to-Seattle segment is scheduled to began operations the fall of 2003 and will ramp up significantly by 2006. A third segment between Lakewood and Tacoma is scheduled to begin operations by the fall of 2007. Sounder service is being operated via a contract with the Burlington Northern Santa Fe Railroad (BNSF). Railcars and locomotives are being maintained via a contract with Amtrak.

Link Light Rail

Tacoma Link began operations in the fall of 2003, with significantly higher ridership than projected. In 2004, its first full year of revenue operations, Tacoma Link will operate more than 9,000 train hours. This service is free to the public. Its chief function is to serve as a circulator connecting the Tacoma Central Business District and the Tacoma Dome multi-modal station.

For the purposes of this financial plan, the initial segment of Central Link is scheduled to begin operations in July 2009, with services operating between Westlake Station and South 154th Street. The initial service on Central Link will be 61,994 annual train hours in 2010, the first full year of operations, with headways at six minutes during peak hours.

Operating and maintenance costs

Operating and maintenance (O&M) costs are projected by each of the line departments as part of the annual budget process, reflecting the current implementation schedule. These costs are projected based on a cost build-up model for each line of business, including the cost of support services allocated to each line of business. Regional Express costs are based on cost reimbursement agreements with each of the local operators providing these bus services. Sounder costs are based on its business plan, which takes into account staff costs, the operating agreement with BNSF railroad, and the maintenance agreement

with Amtrak. Link costs are based on a cost build-up model that uses information on service frequencies, track geometry, labor productivity, and unit costs to estimate annual O&M costs.

Changes to Sound Transit operations after 2007 are limited by the scope of the adopted system plan. At this time, no significant changes are planned. O&M costs would increase in 2010, reflecting a full year of operating Link, but there are no planned increases in service, nor are any new facilities to become operational. Accordingly, O&M costs would reach a relative plateau in real terms, and would grow only as affected by ridership growth, cost inflation and maintenance cycles.

Regional fund activities are special system-wide programs that are funded by interest earnings and a sub-allocation of local tax revenues, the latter not to exceed ten percent per year. These include administration costs that are not allocated to the lines of business, regional fare integration costs, and research and technology programs.

CAPITAL PLAN

Sound Transit's capital plan consists of new construction and other new projects that are included in the current system plan. Sound Transit updates the capital program annually as part of its budget process. Most capital projects included in the financial plan, with the exception of Central Link, are anticipated to be completed by the end of 2006; the initial segment of Central Link will be completed in 2009. Small-scale administrative capital projects are included in the cash flow for the post-2007 period.

Link Light Rail

There are two light rail alignments which are currently funded with the financial plan: Tacoma Link and the Initial Segment of Central Link. In addition, engineering costs for completion of the LPA and initial planning for extension of the system to Northgate and to SeaTac Airport are also included in the financial plan.

The baseline cost estimate (BCE), as submitted to the FTA as part of the FFGA for the Central Link Initial Segment, includes the following items:

In millions	
Capital Costs	2,070.0
Project Reserve	128.3
Art	10.9
Downtown Tunnel payments	26.1
Financing Costs	201.8
Total	**2,437.1**

Tacoma Link

Tacoma Link is a locally-funded project. This is an at-grade line, with four new stations. It will also serve the existing Tacoma Dome multimodal station. Tacoma Link commenced service in August 2003.

Sounder Commuter Rail

Sounder service will eventually run from Everett, in Snohomish County, to Lakewood, south of Tacoma in Pierce County. Implementation of facilities and services is divided into three segments: (i) Tacoma to Seattle; (ii) Everett to Seattle; and (iii) Lakewood to Tacoma.

The Tacoma-Seattle segment is operating with seven stations, of which one is still temporary. Construction of track and signal improvements is underway, and is a prerequisite to the full service planned. An FEIS has been completed for the Everett-Seattle segment, and stations are in the design phase. Operations for the Everett-Seattle segment are started in December of 2003. Revenue operations for the Lakewood-Tacoma segment are expected to begin by 2007.

Regional Express Capital Projects

Regional Express is planning and managing the construction of 39 capital projects, including HOV direct access ramps and improvements, park-and-ride lots, transit centers and flyer stops.

HOV Direct Access Projects

The HOV access projects are being implemented through a partnership between Sound Transit and WSDOT. Sound Transit will fund special access ramps to make it easier for transit and carpools to use HOV lanes at some of the region's most congested freeway intersections. The improvements will expand and permanently improve the HOV network the region has already started.

Community Connections

To maximize public access between the regional and local transit systems, Sound Transit is funding a variety of community connection facilities including transit centers, park-and-ride lots, flyer stops and transit access improvements. These facilities will improve access to the regional transit system as well as connections to the local transit services.

ST Express Bus

These funds are devoted solely to bus acquisition and related equipment. Sound Transit has acquired 194 buses, and plans to acquire the remaining two buses by 2006. Sound Transit has forged partnerships with Community Transit, King County Metro, and Pierce Transit for operating the buses.

Regional Fund

Sound Transit's capital and operating program also includes funds for projects that are regional in scope, including (i) Research and Technology Fund; (ii) Phase II Planning; (iii) Fare Integration; and (iv) agency administration capital and operating projects.

The financial plan also includes funding for general fund reserves, bond reserves, bond issuance costs, and a project cost contingency reserve. Sound Transit maintains O&M reserves equal to two months of operating costs. Cash is managed so that a minimum $10 million balance is maintained in the General Fund at all times. Future bond issues are assumed to require a reserve equal to one year's debt service; these reserves will accumulate to $99 million by 2009. Bond issuance costs of $25 million are also included in the financial plan.

ASSET MANAGEMENT PLAN

The Sound Transit Financial Plan provides for capital replacement through the use of a sinking fund. Contributions to this fund begin in 2009 for Central Link and in 2007 for all other lines of business. These periods correspond to the dates in which most Phase I projects would be fully operational.

An annual contribution to the fund is calculated for each class of asset and its replacement cycle. There may be several replacement cycles per class. The annual contribution is a fixed annual payment for each unique combination of asset class and replacement cycle. These payments, plus accumulated interest earnings, are calculated to exactly equal the (inflation-adjusted) replacement cost of the asset at a specified future date.

The annual payment calculation assumes that 77% of replacement costs will be funded from Sound Transit funds, with the remainder (23%) being funded from grants. The interest earnings rate is currently set to 5.5% annually. This is higher than the interest earnings rate (3.9%) assumed for other funds (e.g., the general fund) because the long lead time on capital replacement would allow Sound Transit to invest in longer-term securities that usually offer higher earnings. The compounding of interest earnings allows the annual payments to the sinking fund to be less than the annual straight-line depreciation cost of an asset.

The cost index table following the narrative section lists the assumptions currently used in the model. Right-of-way costs and the cost of planning and environmental documents are excluded. The replacement cost is calculated in nominal dollars, based on the asset's replacement date and projected change in the CPI.

The replacement date for assets follows generally-accepted principles for the useful life of transit plants and equipment. The twelve-year replacement cycle for buses is the industry standard. The replacement cycles for commuter rail (Sounder) and light rail (Link) equipment were adopted from "Methodology for Projecting Rail Transit Rehabilitation and Replacement Capital Financing Needs," by Robert L. Peskin, published in *Transportation Research Record 1165*, Transportation Research Board, 1988. Portions of the assets in a group are replaced on fixed cycles. It is notable that less than 100% of rail capital asset cost is subject to replacement. This reflects the permanent nature of some heavy civil structures such as tunnels. The replacement cost estimates are refined as more detailed component costs become available.

SUBAREA RESULTS

Snohomish

Preliminary Sounder program costs are projected to increase by $18 million (4%) from the Draft Baseline 2004 financial plan, due to the Sounder estimate at completion (EAC) update, including additional purchased transportation. Total 1997-2009 (Phase I) uses of funds are $62 million (8%) higher than the Baseline financial plan due partly to the reallocation of the 1999 bond issue. The higher program costs in Snohomish are funded primarily by the issuance of more bonds.

North King

Program elements (all Central Link) are little changed from the Draft Baseline 2004 financial plan. Total Phase I uses of funds are projected to fall by $19 million (1%) principally because the reallocation of the 1999 bond issue was favorable to North King. This decrease in North King's uses of funds results in $10 million less bond issuance than in the Draft Baseline plan.

South King

Link, Sounder and Regional Express program elements have not changed much from the Draft 2004 Baseline financial. Total Phase I uses of funds are projected to increase by $40 million (3%) due to higher debt service, as a result of the reallocation of the 1999 bond issue. Grant revenues through 2009 for South King are projected to come in $14 million lower than in the Baseline financial plan because the Final plan number reflects draw-downs (actual receipts), while the Baseline plan number reflected awards.

East King

East King uses of funds are $17 million (2%) lower than in the Draft 2004Baseline financial plan, mostly because the reallocation of the 1999 bond issue. As a result, East King is projected to issue no bonds in Phase I.

Pierce

Pierce finances were affected by three major factors—higher Sounder EAC costs, the reallocation of the 1999 bond issue, and the switch to grant draw-downs in the Final financial plan. These factors made it necessary to issue $66 million (39%) more bonds than in the Draft 2004 Baseline financial plan.

KEY FINANCIAL ISSUES

Additional Phase I Capacity

The Final 2004 financial plan does not include unprogrammed "placeholders" or possible program adjustments (PPAs). However, PPAs can be used to estimate the additional financial capacity available to each of the subareas in Phase I. For all subareas, PPAs are determined by increasing the size of Phase I program expenditures and issuing bonds until the minimum net coverage ratio of 1.3 is reached.

The $1.094 billion of additional Phase I capacity in the Final 2004 plan is distributed thus:

Snohomish	$17 million	1.6%
North King	$256 million	23.49%
South King	$29 million	2.7%
East King	$759 million	69.4%
Pierce	$33 million	3.0%

The additional Phase I capacity numbers shown were affected by the Sounder EAC costs, the reallocation of the 1999 bond issue, and the switch to grants on a draw-down basis.

Phase II Capacity

The Sound Transit Board has not provided firm guidance to staff regarding the timing of a Phase II vote. However, staff have developed estimates of Phase II capacity for planning purposes. These estimates are based on internal resources through 2016 and are subject to Board review.

Because of the issuance of bonds with 30-year maturities for financing a significant portion of *Sound Move,* a strong linkage exists between program expenditures in Phase I and the possible scope of any

Phase II that would be approved by voters. Borrowing capacity, when exhausted or heavily tapped in Phase I, recovers slowly after 2009, limiting the ability to use debt financing in Phase II. Thus, there is a trade-off between expenditures in Phase I and Phase II. With the financial constraints imposed by subarea equity, maximizing the scope of Phase I within a subarea comes at the cost of limiting the scope of Phase II for that subarea.

The financial resources available for new expenditures in Phase II are estimated as ending cash balances as of 2016[1] (assumed end of Phase II), plus 50% of estimated bonding capacity (as defined by Sound Transit's financial policies) as of 2016. Because of the uncertainties inherent in long-range forecasts, only half of the theoretical bonding capacity is used in the capacity estimates. Moreover, the estimated bonding capacity is best thought of as cumulative issue volume through the years of Phase II and not as available bonding capacity at the beginning of Phase II. No new federal, state or local grants are assumed in the estimation of Phase II capacity beyond Phase I commitments[2]. Such grants, if available, would increase the scope of Phase II. The current Phase II capacity estimate of $2.4 billion is distributed thus:

Snohomish	$239 million	10.4%
North King	$484 million	21.0%
South King	$193 million	8.4%
East King	$1,121 million	48.6%
Pierce	$269 million	11.7%

Financial Risks

In order to gauge the vulnerability of Sound Transit's financial plan to the risk factors identified above, stress tests on the Final financial model are regularly conducted. These tests confirm that the agency has a very strong capacity to withstand adverse financial shocks. However, individual subareas are more susceptible to negative financial developments. The following are the key risk areas:

- **I-776**: The state continues to collect the ST MVET pending a court decision determining ST's right to collect the tax to honor its bond contract obligations.

- **Federal Funding**: As mentioned previously, Sound Transit has successfully renegotiated the terms of a revised $500 million FFGA with the Federal Transit Administration. While the FTA has an excellent record of meeting its total obligations under its FFGAs, there is a risk that annual appropriation levels will not meet the schedule outlined in the FFGA. A delay in the receipt of federal funds will force North and South King subareas to issue more bonds to fund the Central Link project, thereby increasing debt service payments and ultimately reducing their respective debt service coverage ratios.

- **Local Tax Revenue Growth**: Sound Transit relies on an independent forecast of its local tax revenues. This forecast currently projects a prolonged recession through the 2001-2003 period, with a return to historic growth rates by 2005-2006. Long-term economic forecasts are inherently uncertain and actual economic growth in the region could still be lower than the revised forecast, especially if a "double-dip" recession scenario materializes. If revenue growth were below the revised forecast, the agency's near-term revenue collections as well as its long-term bonding capacity would be reduced. A

[1] Net of intersubarea borrowing.

[2] These Phase II capacity estimates assume that only the Board-approved Phase I budget is spent. In other words, the additional Phase I capacity shown above is not tapped and rolls over into Phase II capacity.

significant reduction in local tax revenues would have a negative impact on the agency's financial condition.

- **Interest Rates**: The financial model assumes that the agency can, on average, borrow at 5.85% interest rate for its long-term bonds. This assumption is somewhat conservative based on historical interest rate averages and an estimation of the agency's weighted average cost of capital. However, if interest rates were to rise substantially from their current levels and remain at those levels for a prolonged period, the agency's borrowing costs would rise and there would be a corresponding increase in its debt service and a reduction in its total financial capacity. Interest rates are quite low at the moment. However, expansionary monetary policy and federal budget deficits could eventually lead to higher inflation and interest rates.

- **Inflation:** The Puget Sound region has experienced a relatively mild period of price increases for general goods and services (real estate costs have risen more sharply in recent years). Even energy prices, which were a source of concern last year, have stabilized recently. However, higher energy prices due to a war in the Middle East or a major terrorist attack could reverse the recent good news on inflation. The financial plan incorporates long-term consumer price inflation, building cost inflation and right-of-way cost inflation forecasts provided by independent consultants. These forecasts project that inflation will remain relatively mild throughout the remainder of Phase 1. If inflation were to rise significantly beyond this forecast, or if Sound Transit's construction schedules were to be delayed, Sound Transit's capital and operating costs would also rise beyond the current forecast. Historically, retail sales and use tax, the agency's primary revenue source, has risen with general price levels. If sales tax revenues do increase along with rising prices, the increase in tax revenue might be sufficient to offset some portion of rising program costs. If the economy were to enter a period of "stagflation," where prices rise and economic activity slows, the agency would be faced with rising program costs and declining revenues. However, this economic environment is seen as unlikely in the near to medium term.

-end-

2004 Financial Plan - Sources & Uses Summary for 1997-2009

Scenario: Final

(Millions YOE$)

	Sources of Funds	Snohomish	North King	South King	East King	Pierce	Regional Fund	Total
	Taxes	442	953	665	928	601	-	3,589
1	Federal Grants	73	361	238	56	125	-	852
2	State Grants	15	-	-	-	-	-	15
	Bonds	266	693	511	-	234	-	1,705
	Fares & Other Oper. Revenues	22	2	22	68	44	-	158
3	Local Grants & Interest Earnings	6	33	51	5	36	283	414
	Regional Fund Contributions	(10)	(18)	(13)	(20)	(15)	76	-
	Adjustments	3	(35)	6	21	5	-	0
	Total Sources	**818**	**1,990**	**1,480**	**1,057**	**1,031**	**359**	**6,734**
	Uses of Funds							
	Commuter Rail	435	-	447	-	556	-	1,439
	Regional Express	258	-	182	884	233	-	1,557
	Light Rail	-	1,771	671	-	112	-	2,554
	Regional Fund Activities	-	-	-	-	-	359	359
	Debt Service	70	155	122	-	67	-	414
	GAN Repayments	-	-	-	-	-	-	-
	Contributions to Reserves	55	65	57	172	62	-	412
	Sub-total	**818**	**1,990**	**1,480**	**1,057**	**1,031**	**359**	**6,734**
4	Program Adjustments	-	-	-	-	-	-	-
	Total Uses	**818**	**1,990**	**1,480**	**1,057**	**1,031**	**359**	**6,734**
5	% Debt Capacity Used	90%	84%	100%	0%	85%	-	66%
6	Phase 2 Capacity	239	484	193	1,121	269	-	2,306

Notes

1 Federal government capital and operating grant drawdowns between 1997 and 2009 for all lines of business; may differ from awards because of timing differences.

2 State government grants received in 2000.

3 City and County CDF contributions, sale of excess real estate, Sounder and REX other revenues; interest on cash balances for Regional Fund.

4 Unprogrammed financial plan placeholders or estimated program cuts.

5 Estimated debt capacity is limited by 1.3 net coverage requirement; significant difference of 10%.

6 Estimated as ending cash balance plus 50% of estimated debt capacity as of 2016.

Sources and Uses

Sound Transit Total				
(000s)	YOE$			
	2004 Baseline v3	2004 Final	Change	% Change
Sources of Funds				
Taxes	$3,580,201	$3,589,131	$8,929	0.2%
Federal Grants	$897,159	$852,436	($44,723)	-5%
State Grants	$15,000	$15,000	$0	0%
Bonds	$1,534,706	$1,704,795	$170,089	11%
Fares & Other Oper. Revenues	$147,283	$158,334	$11,051	8%
Local Grants & Other Sources	$453,259	$414,027	($39,231)	-9%
Regional Fund Contributions	$0	$0	$0	0%
Adjustments	$0	$0	$0	7%
total sources	**$6,627,608**	**$6,733,722**	**$106,114**	**2%**
Uses of Funds				
Commuter Rail	$1,377,883	$1,439,053	$61,171	4%
Regional Express	$1,565,098	$1,556,560	($8,538)	-1%
Light Rail	$2,558,411	$2,553,846	($4,565)	0%
Regional Fund Activities	$367,591	$358,691	($8,900)	-2%
Debt Service	$368,207	$414,038	$45,831	12%
Contributions to Reserves	$390,419	$411,534	$21,115	5%
sub-total	**$6,627,608**	**$6,733,722**	**$106,114**	**2%**
Possible Program Adjustments	$0	$0	$0	0%
total uses	**$6,627,608**	**$6,733,722**	**$106,114**	**2%**

Scenario: Final

Sources and Uses

Snohomish				
(000s)	YOE$			
	2004 Baseline v3	2004 Final	Change	% Change
Sources of Funds				
Taxes	$440,396	$441,971	$1,575	0.4%
Federal Grants	$83,074	$73,146	($9,928)	-12%
State Grants	$15,000	$15,000	$0	0%
Bonds	$192,992	$265,785	$72,793	38%
Fares & Other Oper. Revenues	$20,685	$22,303	$1,618	8%
Local Grants & Other Sources	$7,680	$6,423	($1,256)	-16%
Regional Fund Contributions	($7,389)	($9,820)	($2,430)	33%
Adjustments	$4,050	$3,201	($849)	-21%
total sources	**$756,487**	**$818,009**	**$61,522**	**8%**
Uses of Funds				
Commuter Rail	$416,989	$435,209	$18,219	4%
Regional Express	$260,965	$257,753	($3,212)	-1%
Light Rail	$0	$0	$0	0%
Regional Fund Activities	$0	$0	$0	0%
Debt Service	$45,514	$69,654	$24,141	53%
Contributions to Reserves	$33,019	$55,393	$22,374	68%
sub-total	**$756,487**	**$818,009**	**$61,522**	**8%**
Possible Program Adjustments	$0	$0	$0	0%
total uses	**$756,487**	**$818,009**	**$61,522**	**8%**

Scenario: Final

Sources and Uses

North King				
(000s)	YOE$			
	2004 Baseline v3	2004 Final	Change	% Change
Sources of Funds				
Taxes	$952,597	$953,441	$844	0.1%
Federal Grants	$361,050	$360,826	($224)	-0.1%
State Grants	$0	$0	$0	0%
Bonds	$703,057	$693,343	($9,714)	-1%
Fares & Other Oper. Revenues	$2,062	$2,062	$0	0%
Local Grants & Other Sources	$39,122	$33,474	($5,648)	-14%
Regional Fund Contributions	($13,317)	($18,429)	($5,113)	0%
Adjustments	($35,856)	($34,852)	$1,004	-3%
total sources	**$2,008,715**	**$1,989,865**	**($18,850)**	**-1%**
Uses of Funds				
Commuter Rail	$0	$0	$0	0%
Regional Express	$0	$0	$0	0%
Light Rail	$1,772,542	$1,770,719	($1,823)	-0.1%
Regional Fund Activities	$0	$0	$0	0%
Debt Service	$176,626	$154,586	($22,040)	-12%
Contributions to Reserves	$59,547	$64,560	$5,013	8%
sub-total	**$2,008,715**	**$1,989,865**	**($18,850)**	**-1%**
Possible Program Adjustments	$0	$0	$0	0%
total uses	**$2,008,715**	**$1,989,865**	**($18,850)**	**-1%**

Scenario: Final

Sources and Uses

South King				
(000s)	YOE$			
	2004 Baseline v3	2004 Final	Change	% Change
Sources of Funds				
Taxes	$664,612	$665,226	$614	0.1%
Federal Grants	$251,580	$237,806	($13,774)	-5%
State Grants	$0	$0	$0	0%
Bonds	$454,635	$511,333	$56,698	12%
Fares & Other Oper. Revenues	$20,781	$22,088	$1,307	6%
Local Grants & Other Sources	$54,100	$50,604	($3,496)	-6%
Regional Fund Contributions	($9,266)	($12,824)	($3,557)	38%
Adjustments	$3,981	$5,730	$1,750	44%
total sources	**$1,440,423**	**$1,479,964**	**$39,541**	**3%**
Uses of Funds				
Commuter Rail	$448,932	$447,453	($1,479)	-0.3%
Regional Express	$180,897	$181,503	$606	0.3%
Light Rail	$670,514	$671,342	$828	0.1%
Regional Fund Activities	$0	$0	$0	0%
Debt Service	$83,886	$122,352	$38,466	46%
Contributions to Reserves	$56,195	$57,315	$1,120	2%
sub-total	**$1,440,423**	**$1,479,964**	**$39,541**	**3%**
Possible Program Adjustments	$0	$0	$0	0%
total uses	**$1,440,423**	**$1,479,964**	**$39,541**	**3%**

Scenario: Final

Sources and Uses

East King				
(000s)	YOE$			
	2004 Baseline v3	2004 Final	Change	% Change
Sources of Funds				
Taxes	$925,085	$927,934	$2,849	0.3%
Federal Grants	$62,711	$55,924	($6,788)	-11%
State Grants	$0	$0	$0	0%
Bonds	$15,547	$0	($15,547)	-100%
Fares & Other Oper. Revenues	$59,226	$68,021	$8,794	15%
Local Grants & Other Sources	$3,762	$4,549	$787	21%
Regional Fund Contributions	($15,189)	($20,350)	($5,161)	34%
Adjustments	$22,806	$20,540	($2,266)	-10%
total sources	**$1,073,949**	**$1,056,617**	**($17,331)**	**-2%**
Uses of Funds				
Commuter Rail	$0	$0	$0	0%
Regional Express	$887,846	$884,454	($3,392)	-0.4%
Light Rail	$0	$0	$0	0%
Regional Fund Activities	$0	$0	$0	0%
Debt Service	$8,912	$0	($8,912)	-100%
Contributions to Reserves	$177,190	$172,163	($5,027)	-3%
sub-total	**$1,073,949**	**$1,056,617**	**($17,331)**	**-2%**
Possible Program Adjustments	$0	$0	$0	0%
total uses	**$1,073,949**	**$1,056,617**	**($17,331)**	**-2%**

Scenario: Final

Sources and Uses

Pierce				
(000s)	YOE$			
	2004 Baseline v3	2004 Final	Change	% Change
Sources of Funds				
Taxes	$597,512	$600,558	$3,046	0.5%
Federal Grants	$138,744	$124,735	($14,010)	-10%
State Grants	$0	$0	$0	0%
Bonds	$168,475	$234,334	$65,859	39%
Fares & Other Oper. Revenues	$44,529	$43,860	($668)	-2%
Local Grants & Other Sources	$37,247	$36,255	($992)	-3%
Regional Fund Contributions	($11,081)	($14,546)	($3,465)	31%
Adjustments	$5,018	$5,380	$362	7%
total sources	**$980,444**	**$1,030,576**	**$50,132**	**5%**
Uses of Funds				
Commuter Rail	$511,961	$556,392	$44,431	9%
Regional Express	$235,390	$232,850	($2,540)	-1%
Light Rail	$115,355	$111,785	($3,570)	-3%
Regional Fund Activities	$0	$0	$0	0%
Debt Service	$53,269	$67,445	$14,177	27%
Contributions to Reserves	$64,468	$62,103	($2,365)	-4%
sub-total	**$980,444**	**$1,030,576**	**$50,132**	**5%**
Possible Program Adjustments	$0	$0	$0	0%
total uses	**$980,444**	**$1,030,576**	**$50,132**	**5%**

Scenario: Final

Sources and Uses

Regional Fund				
(000s)	YOE$			
	2004 Baseline v3	2004 Final	Change	% Change
Sources of Funds				
Taxes	$0	$0	$0	0%
Federal Grants	$0	$0	$0	0%
State Grants	$0	$0	$0	0%
Bonds	$0	$0	$0	0%
Fares & Other Oper. Revenues	$0	$0	$0	0%
Local Grants & Other Sources	$311,348	$282,723	($28,625)	-9%
Regional Fund Contributions	$56,243	$75,968	$19,726	35%
Adjustments	$0	$0	$0	0%
total sources	**$367,591**	**$358,691**	**($8,900)**	**-2%**
Uses of Funds				
Commuter Rail	$0	$0	$0	0%
Regional Express	$0	$0	$0	0%
Light Rail	$0	$0	$0	0%
Regional Fund Activities	$367,591	$358,691	($8,900)	-2%
Debt Service	$0	$0	$0	0%
Contributions to Reserves	$0	$0	$0	0%
sub-total	**$367,591**	**$358,691**	**($8,900)**	**-2%**
Possible Program Adjustments	$0	$0	$0	0%
total uses	**$367,591**	**$358,691**	**($8,900)**	**-2%**

Scenario: Final

Appendix A: Operating Statement

SOUND TRANSIT
Operating Statement
Scenario:
Final

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
NOMINAL $000s																
REVENUES																
ST District Taxes																
Sales & Use Tax	126,033	180,637	196,025	212,478	209,752	204,566	206,665	207,205	218,229	232,465	248,832	267,637	284,647	298,115	310,281	323,651
MVET	31,277	44,279	43,499	56,242	56,123	58,319	61,189	61,416	63,880	66,702	69,971	73,634	77,675	81,731	85,696	89,514
Rental Car Tax	1,605	2,042	2,636	2,401	2,182	2,151	2,182	2,199	2,294	2,385	2,474	2,560	2,642	2,723	2,801	2,877
total	158,915	226,958	242,161	271,121	268,056	265,037	270,036	270,819	284,402	301,552	321,277	343,830	364,965	382,569	398,779	416,042
Fares & Other Operating Income																
Commuter Rail	-	-	-	250	1,377	1,576	1,843	2,216	2,761	3,852	5,261	6,735	7,752	8,527	9,011	9,528
Regional Express Bus	-	427	1,806	6,322	7,443	7,649	9,781	11,805	13,188	14,917	15,572	16,243	17,002	17,783	18,585	19,436
Light Rail	-	-	-	-	-	-	-	-	-	-	-	-	2,552	5,342	8,169	9,342
total	-	427	1,806	6,572	8,820	9,225	11,625	14,021	15,949	18,769	20,834	22,978	27,307	31,653	35,765	38,306
Interest Earned (GF, O&M, Bond Res.)	1,747	11,910	31,341	57,589	60,207	42,922	13,165	28,105	19,189	4,112	3,229	4,445	4,762	12,490	18,734	24,116
total operating revenues	160,662	239,295	275,308	335,282	337,085	317,185	294,825	312,945	319,541	324,433	345,339	371,253	397,034	426,711	453,278	478,464
OPERATING EXPENDITURES																
Operating & Maintenance Costs																
Commuter Rail	-	-	134	3,828	14,276	11,250	13,610	18,629	22,368	28,114	35,688	36,475	37,055	39,943	41,875	43,931
Regional Express Bus	80	1,115	11,730	23,863	36,843	44,646	45,991	59,665	63,608	71,557	77,640	81,438	85,541	89,607	94,150	98,932
Light Rail	-	-	-	-	-	12,544	5,293	6,993	7,228	7,684	8,207	8,416	25,216	41,319	42,431	45,838
Regional Fund Operations	3,406	5,754	7,114	10,233	15,307	16,147	19,281	44,956	45,666	56,637	22,440	14,910	12,868	13,212	13,555	13,915
total O&M	3,487	6,870	18,978	37,925	66,426	84,587	84,176	130,244	138,870	163,993	143,976	141,239	160,680	184,082	192,010	202,615
NET REVENUES	157,175	232,425	256,330	297,357	270,658	232,598	210,650	182,701	180,671	160,440	201,364	230,014	236,354	242,630	261,268	275,849
DEBT SERVICE																
Annual principal & interest	-	-	11,443	17,164	17,164	17,164	17,164	17,164	17,164	39,769	72,317	89,963	97,761	102,062	102,050	113,763
Net Coverage ratio	*na*	*na*	*22.40*	*17.32*	*15.77*	*13.55*	*12.27*	*10.64*	*10.53*	*4.03*	*2.78*	*2.56*	*2.42*	*2.38*	*2.56*	*2.42*
Gross Coverage ratio	*na*	*na*	*24.06*	*19.53*	*19.64*	*18.48*	*17.18*	*18.23*	*18.62*	*8.16*	*4.78*	*4.13*	*4.06*	*4.18*	*4.44*	*4.21*
NET INCOME & DISTRIBUTIONS																
Net Income	157,175	232,425	244,888	280,193	253,494	215,434	193,486	165,538	163,507	120,671	129,047	140,050	138,593	140,568	159,217	162,086
Distributions of Net Income																
O&M reserve	581	564	2,018	3,158	4,750	3,027	(69)	7,678	1,438	4,187	(3,336)	(456)	3,240	3,900	1,321	1,767
Capital Replacement Reserve	-	-	-	-	-	-	-	-	-	-	23,118	23,118	41,364	41,364	41,364	36,069
Excess Revenues Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
General Fund	152,535	231,861	242,869	277,036	248,744	212,407	193,555	157,860	162,069	116,484	109,265	117,388	93,989	95,304	116,532	124,249

Appendix A: Operating Statement

SOUND TRANSIT
Operating Statement
Scenario:
Final

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	total thru 2006	total thru 2025
NOMINAL $000s															
REVENUES															
ST District Taxes															
Sales & Use Tax	339,279	357,032	375,878	395,800	417,184	439,853	464,869	490,708	518,126	547,139	577,778	608,642	641,775	1,994,055	9,901,280
MVET	93,599	98,075	102,802	107,706	112,926	118,430	124,255	130,494	137,045	143,948	151,300	159,141	167,412	542,926	2,668,280
Rental Car Tax	2,951	3,023	3,094	3,162	3,229	3,295	3,359	3,421	3,483	3,543	3,602	3,660	3,717	22,078	81,694
total	435,829	458,130	481,774	506,668	533,339	561,578	592,483	624,623	658,654	694,630	732,680	771,443	812,904	2,559,059	12,651,255
Fares & Other Operating Income															
Commuter Rail	10,082	10,659	11,295	11,959	12,672	13,438	14,263	15,064	15,785	16,591	17,420	18,309	19,221	13,875	247,448
Regional Express Bus	20,341	21,268	22,291	23,342	24,461	25,656	26,932	28,298	29,702	31,270	32,887	34,623	36,409	73,340	535,440
Light Rail	9,816	10,411	10,941	11,602	12,301	13,041	13,697	14,660	15,243	15,895	16,703	17,414	18,288	-	205,416
total	40,238	42,337	44,528	46,903	49,434	52,134	54,891	58,022	60,730	63,756	67,010	70,346	73,917	87,215	988,305
Interest Earned (GF, O&M, Bond Res.)	29,563	35,296	41,867	49,188	57,155	66,039	76,099	86,832	99,319	113,207	128,609	145,588	164,199	270,287	1,431,025
total operating revenues	505,631	535,764	568,169	602,759	639,928	679,751	723,473	769,477	818,704	871,594	928,299	987,377	1,051,020	2,916,561	15,070,584
OPERATING EXPENDITURES															
Operating & Maintenance Costs															
Commuter Rail	46,120	48,376	50,865	53,433	56,175	59,107	62,248	65,335	68,158	71,318	74,548	78,005	81,527	112,212	1,162,393
Regional Express Bus	103,964	109,261	114,836	120,706	126,884	133,389	140,237	147,447	155,039	163,033	171,450	180,314	189,648	359,099	2,742,615
Light Rail	47,619	49,658	51,636	53,886	56,253	58,750	61,123	64,180	66,461	69,027	71,905	74,675	77,761	39,742	1,014,102
Regional Fund Operations	14,295	14,673	15,096	15,518	15,964	16,436	16,937	17,469	18,000	18,602	19,205	19,848	20,488	224,502	537,933
total O&M	211,998	221,968	232,434	243,542	255,276	267,682	280,545	294,431	307,657	321,980	337,107	352,841	369,424	735,555	5,457,044
NET REVENUES	293,632	313,795	335,735	359,216	384,652	412,069	442,928	475,046	511,046	549,613	591,192	634,535	681,596	2,181,006	9,613,540
DEBT SERVICE															
Annual principal & interest	122,748	124,984	127,714	127,703	127,694	127,686	141,218	141,188	141,156	141,182	141,155	141,128	141,096	154,195	2,478,762
Net Coverage ratio	*2.39*	*2.51*	*2.63*	*2.81*	*3.01*	*3.23*	*3.14*	*3.36*	*3.62*	*3.89*	*4.19*	*4.50*	*4.83*	*14.14*	*3.88*
Gross Coverage ratio	*4.12*	*4.29*	*4.45*	*4.72*	*5.01*	*5.32*	*5.12*	*5.45*	*5.80*	*6.17*	*6.58*	*7.00*	*7.45*	*18.91*	*6.08*
NET INCOME & DISTRIBUTIONS															
Net Income	170,884	188,811	208,021	231,513	256,958	284,383	301,710	333,858	369,891	408,431	450,037	493,407	540,501	2,026,811	7,134,778
Distributions of Net Income															
O&M reserve	1,564	1,662	1,744	1,851	1,956	2,068	2,144	2,314	2,204	2,387	2,521	2,622	2,764	27,332	61,571
Capital Replacement Reserve	35,564	34,833	34,833	34,833	34,832	34,928	34,928	35,782	35,852	35,952	37,003	37,133	39,165	-	672,035
Excess Revenues Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
General Fund	133,756	152,317	171,444	194,829	220,170	247,388	264,639	295,762	331,834	370,092	410,513	453,651	498,572	1,995,419	6,397,112

Appendix B: Sources & Uses Statement

SOUND TRANSIT
Sources & Uses Statement
Scenario:
Final

NOMINAL $000s	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
SOURCES OF FUNDS																
Cash Flow from Operations	152,535	231,861	242,869	277,036	248,744	212,407	193,555	157,860	162,069	116,484	109,265	117,388	93,989	95,304	116,532	124,249
Long-Term Bonds																
Par Amount	-	-	350,000	-	-	-	-	-	-	629,752	482,981	120,632	147,000	-	-	-
Less: transfers (to) from Bond Reserve	-	-	-	-	-	-	-	-	-	(45,019)	(34,527)	(8,624)	(10,509)	-	-	-
Less: issuance costs	-	-	(4,519)	-	-	-	-	-	-	(9,446)	(7,245)	(1,809)	(2,205)	-	-	-
net bond proceeds	-	-	345,481	-	-	-	-	-	-	575,287	441,209	110,199	134,286	-	-	-
Federal Capital Grants	-	-	65,120	50,213	41,084	38,570	33,464	98,039	103,703	106,365	115,904	107,243	107,731	44,723	-	-
Federal Formula Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	25,941	28,649	29,371
Other Sources	-	-	50	7,212	37,220	29,813	11,416	9,436	10,725	12,325	2,753	2,030	8,559	7,708	8,074	379
total sources	152,535	231,861	653,521	334,461	327,048	280,790	238,435	265,334	276,497	810,460	669,132	336,860	344,566	173,676	153,255	153,999
USES OF FUNDS																
Capital Program																
Commuter Rail	1,262	40,751	68,761	338,652	69,406	66,605	126,581	166,876	94,258	115,852	123,979	4,490	150	-	-	-
Regional Express	70	5,335	58,165	46,982	55,727	44,525	76,532	125,102	187,367	227,138	60,632	38,988	26,278	5,369	4,256	3,520
Light Rail	1,721	16,138	35,398	85,578	101,002	114,836	119,045	204,818	379,731	535,081	473,805	282,469	122,642	3,184	3,186	3,184
Regional Fund	1,607	2,267	26,509	2,641	88	1,107	4,750	4,825	3,170	4,237	10,737	10,934	11,099	8,915	9,146	9,390
total capital program	4,660	64,491	188,833	473,854	226,223	227,073	326,907	501,621	664,526	882,309	669,153	336,881	160,170	17,469	16,589	16,094
Transfers to (from) General Fund	147,874	167,370	464,688	(139,393)	100,825	53,717	(88,472)	(236,286)	(388,029)	(71,848)	(21)	(21)	184,396	156,207	136,667	137,905
total uses	152,535	231,861	653,521	334,461	327,048	280,790	238,435	265,334	276,497	810,460	669,132	336,860	344,566	173,676	153,255	153,999
RESERVE BALANCES																
O&M Reserve	581	1,145	3,163	6,321	11,071	14,098	14,029	21,707	23,145	27,332	23,996	23,540	26,780	30,680	32,002	33,769
Bond Reserve	-	-	-	-	-	-	-	-	-	45,019	79,546	88,169	98,678	98,678	98,678	98,678
General Fund	147,874	315,244	779,932	640,539	741,364	795,081	706,609	470,323	82,294	10,445	10,425	10,404	194,800	351,007	487,673	625,579
Capital Replacement Reserve	-	-	-	-	-	-	-	-	-	-	23,118	46,872	90,160	135,293	144,016	181,976
Excess Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
total funds balance	148,455	316,389	783,095	646,860	752,435	809,179	720,639	492,030	105,439	82,797	137,084	168,985	410,418	615,657	762,369	940,001

Appendix B: Sources & Uses Statement

SOUND TRANSIT
Sources & Uses Statement
Scenario:
Final

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	total thru 2006	total thru 2025
NOMINAL $000s															
SOURCES OF FUNDS															
Cash Flow from Operations	133,756	152,317	171,444	194,829	220,170	247,388	264,639	295,762	331,834	370,092	410,513	453,651	498,572	1,995,419	6,397,112
Long-Term Bonds															
Par Amount	-	-	-	-	-	-	-	-	-	-	-	-	-	979,752	1,730,365
Less: transfers (to) from Bond Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	(45,019)	(98,678)
Less: issuance costs	-	-	-	-	-	-	-	-	-	-	-	-	-	(13,965)	(25,225)
net bond proceeds	-	-	-	-	-	-	-	-	-	-	-	-	-	920,768	1,606,463
Federal Capital Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	536,558	912,159
Federal Formula Grants	30,100	30,850	31,620	32,410	33,231	34,059	34,911	35,815	36,707	37,590	38,529	39,491	40,480	-	539,754
Other Sources	379	379	379	379	379	379	379	379	379	379	379	379	379	118,197	152,631
total sources	164,235	183,546	203,443	227,618	253,780	281,826	299,929	331,956	368,920	408,061	449,421	493,522	539,431	3,570,942	9,608,119
USES OF FUNDS															
Capital Program															
Commuter Rail	-	-	-	-	-	-	-	-	-	-	-	-	-	1,089,004	1,217,623
Regional Express	5,974	3,624	4,117	4,190	6,640	4,344	4,919	2,286	2,883	2,975	3,630	5,547	3,874	826,943	1,020,989
Light Rail	3,180	3,185	3,180	10,521	10,517	10,524	10,521	-	-	-	-	-	-	1,593,349	2,533,450
Regional Fund	9,646	9,901	10,187	10,471	10,772	11,091	11,429	11,788	12,146	12,552	12,959	13,393	13,825	51,200	261,581
total capital program	18,800	16,710	17,484	25,182	27,929	25,958	26,869	14,074	15,029	15,527	16,589	18,940	17,699	3,560,496	5,033,643
Transfers to (from) General Fund	145,435	166,836	185,959	202,436	225,851	255,868	273,059	317,882	353,892	392,534	432,832	474,582	521,733	10,445	4,574,476
total uses	164,235	183,546	203,443	227,618	253,780	281,826	299,929	331,956	368,920	408,061	449,421	493,522	539,431	3,570,942	9,608,119
RESERVE BALANCES															
O&M Reserve	35,333	36,995	38,739	40,590	42,546	44,614	46,757	49,072	51,276	53,663	56,185	58,807	61,571		
Bond Reserve	98,678	98,678	98,678	98,678	98,678	98,678	98,678	98,678	98,678	98,678	98,678	98,678	98,678		
General Fund	771,014	937,850	1,123,809	1,326,244	1,552,095	1,807,963	2,081,023	2,398,904	2,752,796	3,145,330	3,578,162	4,052,743	4,574,476		
Capital Replacement Reserve	209,598	255,200	302,814	334,616	386,977	408,502	434,533	491,379	550,108	610,739	558,347	544,736	590,365		
Excess Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-		
total funds balance	1,114,623	1,328,722	1,564,040	1,800,129	2,080,297	2,359,757	2,660,991	3,038,033	3,452,858	3,908,410	4,291,371	4,754,963	5,325,089		

Subarea Revenues

SOUND TRANSIT

Scenario:
Final

		1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
NOMINAL $000s																
Local Taxes																
Sales & Use Tax																
Revenues																
Snohomish		15,396	22,486	24,018	24,001	24,021	24,250	24,260	24,355	25,715	27,457	29,455	31,748	33,834	35,503	37,020
North King		36,685	51,513	56,734	60,779	59,121	56,901	55,714	57,229	60,071	63,787	68,071	73,004	77,430	80,879	83,966
South King		23,571	34,204	36,030	40,485	39,806	42,724	38,577	38,576	40,745	43,520	46,704	50,356	53,681	56,346	58,770
East King		31,804	45,192	49,915	56,583	54,952	48,115	53,328	53,090	55,956	59,648	63,889	68,760	73,174	76,679	79,851
Pierce		18,577	27,242	29,329	30,630	31,853	32,577	34,786	33,955	35,742	38,054	40,713	43,769	46,529	48,709	50,675
	total, ST district	126,033	180,637	196,025	212,478	209,752	204,568	206,665	207,205	218,229	232,465	248,832	267,637	284,647	298,115	310,281
MVET																
Snohomish		4,219	6,101	5,971	7,867	8,092	8,465	9,065	8,962	9,347	9,783	10,285	10,845	11,460	12,078	12,683
North King		7,469	10,368	10,189	13,104	12,956	12,706	13,144	12,898	13,325	13,829	14,427	15,106	15,861	16,618	17,354
South King		5,708	8,084	7,785	9,963	9,894	10,436	9,183	10,146	10,484	10,884	11,357	11,893	12,490	13,088	13,669
East King		8,056	11,392	11,344	14,245	13,897	14,630	16,736	16,751	17,484	18,313	19,264	20,324	21,489	22,659	23,804
Pierce		5,824	8,333	8,210	11,043	11,284	12,084	13,061	12,658	13,239	13,892	14,638	15,466	16,375	17,289	18,185
	total, ST district	31,277	44,279	43,499	56,242	56,123	58,319	61,189	61,416	63,880	66,702	69,971	73,634	77,675	81,731	85,696
Rental Car Tax																
Snohomish		71	97	46	36	28	29	31	31	30	29	29	28	28	27	27
North King		560	711	977	897	817	804	813	818	855	891	926	959	991	1,022	1,053
South King		403	511	703	645	587	578	585	588	615	640	665	689	712	735	756
East King		489	619	852	782	712	701	709	713	745	777	807	836	864	891	917
Pierce		83	104	59	40	39	39	44	49	48	48	48	48	48	48	48
	total, ST district	1,605	2,042	2,636	2,401	2,182	2,151	2,182	2,199	2,294	2,385	2,474	2,560	2,642	2,723	2,801
total tax revenues		158,915	226,958	242,161	271,121	268,058	265,037	270,036	270,819	284,402	301,552	321,277	343,830	364,965	382,569	398,779
Other Revenues, Grants, & Transfers																
Fares & Other Operating Revenue																
Commuter Rail																
Snohomish		-	-	-	-	-	-	-	431	502	642	822	1,052	1,352	1,705	1,802
North King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King		-	-	-	141	778	913	1,197	803	1,017	1,444	1,998	2,557	2,880	3,070	3,244
East King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce		-	-	-	109	600	663	647	982	1,243	1,765	2,441	3,125	3,520	3,752	3,965
	total	-	-	-	250	1,377	1,576	1,843	2,216	2,761	3,852	5,261	6,735	7,752	8,527	9,011
Regional Express																
Snohomish		-	-	149	936	1,052	1,012	1,202	1,630	1,945	2,241	2,340	2,440	2,554	2,672	2,792
North King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King		-	-	42	294	429	560	691	619	728	1,055	1,101	1,149	1,202	1,257	1,314
East King		-	40	585	2,227	3,183	3,791	5,249	7,126	7,923	8,869	9,259	9,658	10,109	10,573	11,050
Pierce		-	387	1,031	2,865	2,778	2,286	2,639	2,430	2,592	2,752	2,873	2,997	3,136	3,281	3,429
	total	-	427	1,806	6,322	7,443	7,649	9,781	11,805	13,188	14,917	15,572	16,243	17,002	17,783	18,585
Light Rail																
Snohomish		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King		-	-	-	-	-	-	-	-	-	-	-	-	2,062	4,334	6,618
South King		-	-	-	-	-	-	-	-	-	-	-	-	491	1,008	1,551
East King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	total	-	-	-	-	-	-	-	-	-	-	-	-	2,552	5,342	8,169
total, fares & other operating revenue		-	427	1,806	6,572	8,820	9,225	11,625	14,021	15,949	18,769	20,834	22,978	27,307	31,653	35,765

SOUND TRANSIT

Scenario:
Final

		1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
NOMINAL $000s																
Other Revenues, Grants, & Transfers continued																
Subarea Transfers																
Snohomish		-	-	-	-	1,171	1,194	1,221	1,253	1,287	-	-	-	-	-	-
North King		-	-	-	-	(6,341)	(6,468)	(6,616)	(6,789)	(6,971)	-	-	-	-	-	-
South King		-	-	-	-	1,561	1,592	1,628	1,671	1,716	-	-	-	-	-	-
East King		-	-	-	-	1,902	1,940	1,985	2,037	2,091	-	-	-	-	-	-
Pierce		-	-	-	-	1,707	1,741	1,781	1,828	1,877	-	-	-	-	-	-
	total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Federal Capital Grants																
Snohomish		-	-	928	11,174	13,444	8,489	2,999	4,831	6,281	5,000	10,000	10,000	15,000	9,928	-
North King		-	-	11,699	4,258	5,172	8,736	10,732	54,124	57,732	57,732	57,732	50,516	42,394	-	-
South King		-	-	25,485	13,230	15,022	3,691	11,261	28,924	27,403	24,053	27,137	29,848	31,751	13,998	-
East King		-	-	3,013	4,156	889	5,813	1,571	3,137	6,975	11,125	9,310	4,935	5,000	6,788	-
Pierce		-	-	23,995	17,395	6,557	11,841	6,901	7,024	5,312	8,455	11,725	11,944	13,586	14,010	-
	total	-	-	65,120	50,213	41,084	38,570	33,464	98,039	103,703	106,365	115,904	107,243	107,731	44,723	-
Federal Operating Grants																
Snohomish		-	-	-	-	-	-	-	-	-	-	-	-	-	2,205	2,435
North King		-	-	-	-	-	-	-	-	-	-	-	-	-	8,249	9,111
South King		-	-	-	-	-	-	-	-	-	-	-	-	-	5,837	6,446
East King		-	-	-	-	-	-	-	-	-	-	-	-	-	4,047	4,469
Pierce		-	-	-	-	-	-	-	-	-	-	-	-	-	5,603	6,188
	total	-	-	-	-	-	-	-	-	-	-	-	-	-	25,941	28,649
Grant Anticipation Notes																
Snohomish		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Sources (County, City, Real Estate, Sounder)																
Snohomish		-	-	-	-	4,342	253	650	367	408	281	122	-	-	-	-
North King		-	-	-	-	-	510	39	5,207	7,335	10,164	1,625	1,651	6,943	6,031	6,332
South King		-	-	7	4,044	17,728	17,048	5,640	2,034	1,496	876	395	50	1,286	1,348	1,413
East King		-	-	0	2	43	3,702	788	2	2	2	2	2	2	2	2
Pierce		-	-	44	3,166	15,107	8,300	4,064	1,826	1,484	1,001	609	327	327	327	327
Regional Fund		-	-	-	-	-	-	235	-	-	-	-	-	-	-	-
	total	-	-	50	7,212	37,220	29,813	11,416	9,436	10,725	12,325	2,753	2,030	8,559	7,708	8,074

Subarea Revenues

SOUND TRANSIT

Scenario:
Final

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	total thru 2025
NOMINAL $000s															
Local Taxes															
Sales & Use Tax															
Revenues															
Snohomish	38,683	40,620	42,815	45,146	47,611	50,256	53,062	56,157	59,357	62,754	66,350	70,151	73,985	78,102	1,188,568
North King	87,369	91,372	95,935	100,777	105,893	111,385	117,203	123,630	130,257	137,284	144,715	152,555	160,435	168,891	2,669,583
South King	61,428	64,520	68,025	71,746	75,681	79,905	84,385	89,326	94,436	99,861	105,605	111,676	117,803	124,381	1,892,869
East King	83,334	87,401	92,017	96,918	102,099	107,660	113,555	120,060	126,781	133,913	141,461	149,433	157,467	166,092	2,549,124
Pierce	52,837	55,366	58,241	61,292	64,517	67,978	71,647	75,697	79,878	84,314	89,007	93,963	98,953	104,309	1,601,137
total, ST district	323,651	339,279	357,032	375,878	395,800	417,184	439,853	464,869	490,708	518,126	547,139	577,778	608,642	641,775	9,901,280
MVET															
Snohomish	13,267	13,891	14,573	15,293	16,040	16,835	17,673	18,560	19,509	20,506	21,557	22,675	23,868	25,127	394,601
North King	18,059	18,816	19,649	20,531	21,446	22,421	23,449	24,538	25,705	26,930	28,221	29,596	31,063	32,609	542,387
South King	14,227	14,825	15,484	16,181	16,903	17,674	18,486	19,346	20,269	21,237	22,256	23,343	24,501	25,723	425,539
East King	24,910	26,092	27,383	28,746	30,161	31,665	33,251	34,929	36,726	38,613	40,601	42,719	44,977	47,359	738,520
Pierce	19,051	19,976	20,985	22,050	23,156	24,331	25,571	26,882	28,285	29,759	31,313	32,967	34,732	36,594	567,233
total, ST district	89,514	93,599	98,075	102,802	107,706	112,926	118,430	124,255	130,494	137,045	143,948	151,300	159,141	167,412	2,668,280
Rental Car Tax															
Snohomish	27	26	26	26	26	25	25	25	25	25	24	24	24	24	921
North King	1,082	1,111	1,139	1,166	1,192	1,218	1,244	1,269	1,293	1,317	1,340	1,363	1,385	1,407	30,619
South King	778	798	818	838	857	875	894	911	929	946	963	979	995	1,011	22,005
East King	943	968	992	1,016	1,039	1,062	1,084	1,105	1,127	1,147	1,168	1,187	1,207	1,226	26,684
Pierce	48	48	48	48	48	48	48	48	48	49	49	49	49	49	1,467
total, ST district	2,877	2,951	3,023	3,094	3,162	3,229	3,295	3,359	3,421	3,483	3,543	3,602	3,660	3,717	81,694
total tax revenues	416,042	435,829	458,130	481,774	506,668	533,339	561,578	592,483	624,623	658,654	694,630	732,680	771,443	812,904	12,651,255
Other Revenues, Grants, & Transfers															
Fares & Other Operating Revenue															
Commuter Rail															
Snohomish	1,906	2,016	2,132	2,259	2,392	2,534	2,688	2,853	3,013	3,157	3,318	3,484	3,662	3,844	47,566
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King	3,430	3,630	3,837	4,066	4,305	4,562	4,838	5,135	5,423	5,683	5,973	6,271	6,591	6,920	90,704
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	4,192	4,436	4,690	4,970	5,262	5,576	5,913	6,276	6,628	6,946	7,300	7,665	8,056	8,457	109,178
total	9,528	10,082	10,659	11,295	11,959	12,672	13,438	14,263	15,064	15,785	16,591	17,420	18,309	19,221	247,448
Regional Express															
Snohomish	2,920	3,056	3,195	3,349	3,507	3,675	3,855	4,046	4,251	4,462	4,698	4,941	5,202	5,470	79,593
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King	1,374	1,438	1,504	1,576	1,650	1,730	1,814	1,904	2,001	2,100	2,211	2,325	2,448	2,574	37,092
East King	11,556	12,094	12,645	13,254	13,878	14,544	15,254	16,013	16,825	17,660	18,592	19,554	20,586	21,648	313,748
Pierce	3,586	3,752	3,923	4,112	4,306	4,513	4,733	4,968	5,220	5,479	5,769	6,067	6,387	6,717	105,007
total	19,436	20,341	21,269	22,291	23,342	24,461	25,656	26,932	28,298	29,702	31,270	32,887	34,623	36,409	535,440
Light Rail															
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King	7,537	7,962	8,396	8,868	9,353	9,987	10,533	11,112	11,861	12,359	12,915	13,479	14,082	14,849	166,308
South King	1,805	1,854	2,015	2,073	2,249	2,314	2,508	2,584	2,799	2,884	2,980	3,223	3,331	3,439	39,109
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
total	9,342	9,816	10,411	10,941	11,602	12,301	13,041	13,697	14,660	15,243	15,895	16,703	17,414	18,288	205,416
total, fares & other operating revenue	38,306	40,238	42,337	44,528	46,903	49,434	52,134	54,891	58,022	60,730	63,756	67,010	70,346	73,917	988,305

SOUND TRANSIT

Scenario:
Final

		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	total thru 2025
NOMINAL $000s																
Other Revenues, Grants, & Transfers continued																
Subarea Transfers																
Snohomish		-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,126
North King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	(33,184)
South King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,168
East King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,955
Pierce		-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,934
	total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Federal Capital Grants																
Snohomish		-	-	-	-	-	-	-	-	-	-	-	-	-	-	98,074
North King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	360,826
South King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	251,804
East King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	62,711
Pierce		-	-	-	-	-	-	-	-	-	-	-	-	-	-	138,744
	total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	912,159
Federal Operating Grants																
Snohomish		2,203	2,227	2,221	2,277	2,334	2,393	2,452	2,514	2,540	2,604	2,669	2,774	2,883	2,753	39,484
North King		10,720	11,137	11,661	11,984	12,283	12,594	12,909	13,196	13,811	14,118	14,435	14,718	15,046	16,111	202,083
South King		7,196	7,435	7,682	7,905	8,103	8,308	8,515	8,728	8,909	9,131	9,322	9,517	9,715	9,918	132,667
East King		3,466	3,431	3,363	3,415	3,500	3,589	3,678	3,770	3,828	3,960	4,135	4,315	4,502	4,493	61,961
Pierce		5,786	5,870	5,923	6,039	6,190	6,347	6,505	6,703	6,727	6,894	7,029	7,205	7,345	7,205	103,559
	total	29,371	30,100	30,850	31,620	32,410	33,231	34,059	34,911	35,815	36,707	37,590	38,529	39,491	40,480	539,754
Grant Anticipation Notes																
Snohomish		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Sources (County, City, Real Estate																
Snohomish		-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,423
North King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	45,837
South King		50	50	50	50	50	50	50	50	50	50	50	50	50	50	54,066
East King		2	2	2	2	2	2	2	2	2	2	2	2	2	2	4,585
Pierce		327	327	327	327	327	327	327	327	327	327	327	327	327	327	41,485
Regional Fund		-	-	-	-	-	-	-	-	-	-	-	-	-	-	235
	total	379	379	379	379	379	379	379	379	379	379	379	379	379	379	152,631

SOUND TRANSIT
Program Costs
Scenario:
Final

		1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
NOMINAL $000s																
OPERATING COSTS																
Commuter Rail																
Snohomish		-	-	2	3	462	516	342	4,100	8,457	7,104	9,363	8,731	8,969	9,673	10,147
North King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King		-	-	106	2,146	7,771	5,952	7,411	7,981	7,637	10,513	12,016	12,704	12,865	13,895	14,576
East King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce		-	-	26	1,679	6,044	4,783	5,857	6,548	6,275	10,498	14,309	15,039	15,221	16,375	17,152
	total	-	-	134	3,828	14,276	11,250	13,610	18,629	22,368	28,114	35,688	36,475	37,055	39,943	41,875
Regional Express																
Snohomish		-	59	3,507	3,903	5,676	6,295	5,310	8,575	9,018	9,436	10,321	10,806	11,342	11,846	12,439
North King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King		-	42	1,025	2,643	4,168	4,739	4,560	6,835	7,086	8,739	8,951	9,435	9,957	10,482	11,064
East King		-	225	3,076	9,069	16,063	21,203	22,458	28,372	31,051	34,982	38,371	40,238	42,271	44,247	46,499
Pierce		80	790	4,122	8,248	10,937	12,408	13,664	15,883	16,452	18,400	19,997	20,959	21,970	23,032	24,148
	total	80	1,115	11,730	23,863	36,843	44,646	45,991	59,665	63,608	71,557	77,640	81,438	85,541	89,607	94,150
Light Rail																
Snohomish		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King		-	-	-	-	-	7,190	2,605	2,335	2,419	2,669	2,962	3,007	16,117	29,205	29,962
South King		-	-	-	-	-	1,275	686	867	895	965	1,045	1,057	4,576	8,075	8,285
East King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce		-	-	-	-	-	4,078	2,002	3,791	3,914	4,051	4,200	4,352	4,522	4,039	4,184
	total	-	-	-	-	-	12,544	5,293	6,993	7,228	7,684	8,207	8,416	25,216	41,319	42,431
Regional Fund		3,406	5,754	7,114	10,233	15,307	16,147	19,281	44,956	45,666	56,637	22,440	14,910	12,868	13,212	13,555
Total Operating Costs																
Snohomish		-	59	3,509	3,907	6,137	6,811	5,652	12,675	17,475	16,540	19,684	19,537	20,311	21,519	22,586
North King		-	-	-	-	-	7,190	2,605	2,335	2,419	2,669	2,962	3,007	16,117	29,205	29,962
South King		-	42	1,131	4,789	11,939	11,966	12,657	15,684	15,619	20,217	22,012	23,197	27,399	32,453	33,924
East King		-	225	3,076	9,069	16,063	21,203	22,458	28,372	31,051	34,982	38,371	40,238	42,271	44,247	46,499
Pierce		80	790	4,148	9,927	16,981	21,269	21,523	26,222	26,641	32,949	38,507	40,350	41,714	43,445	45,484
Regional Fund		3,406	5,754	7,114	10,233	15,307	16,147	19,281	44,956	45,666	56,637	22,440	14,910	12,868	13,212	13,555
	total	3,487	6,870	18,978	37,925	66,426	84,587	84,176	130,244	138,870	163,993	143,976	141,239	160,680	184,082	192,010
NOMINAL $000s																
CAPITAL COSTS																
Commuter Rail																
Construction Costs																
Snohomish		-	-	217	775	4,503	664	571	2,701	13,673	4,987	16,062	88	-	-	-
North King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King		-	-	3,528	176,082	9,547	12,327	9,593	15,586	12,442	4,057	1,088	190	-	-	-
East King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce		-	-	1,763	109,291	8,758	16,484	17,949	25,664	27,285	26,584	31,574	1,377	-	-	-
	subtotal	-	-	5,508	286,147	22,808	29,476	28,113	43,951	53,400	35,628	48,724	1,655	-	-	-
Right of Way																
Snohomish		-	-	2	3,406	1,267	2,416	79,214	81,798	4,209	51,039	50,076	55	-	-	-
North King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King		-	8,782	8,546	2,496	476	802	470	53	143	144	57	-	-	-	-
East King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce		-	351	4,489	4,507	185	2,223	9,451	22,486	8,566	6,152	6,067	-	-	-	-
	subtotal	-	9,133	13,037	10,408	1,929	5,441	89,135	104,337	12,918	57,335	56,200	55	-	-	-
Other Capital																
Snohomish		230	1,706	2,978	7,847	19,682	9,015	3,572	6,507	5,982	6,442	4,729	747	-	-	-
North King		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SOUND TRANSIT
Program Costs
Scenario:
Final

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
South King	483	14,345	23,387	23,320	3,185	11,613	2,619	2,845	8,459	2,832	372	332	150	-	-
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	549	15,568	23,852	10,930	21,801	11,059	3,141	9,236	13,500	13,616	13,954	1,701	-	-	-
subtotal	1,262	31,618	50,247	42,098	44,668	31,688	9,332	18,588	27,940	22,889	19,055	2,780	150	-	-
program total	1,262	40,751	68,761	338,652	69,406	66,605	126,581	166,876	94,258	115,852	123,979	4,490	150	-	-
Regional Express															
Construction Costs															
Snohomish	-	-	1,076	8,550	5,141	3,303	25,048	10,971	13,258	11,332	-	-	-	-	-
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King	-	-	-	-	730	635	1,608	7,742	38,860	-	-	-	-	-	-
East King	-	-	-	4,536	9,557	13,471	27,174	40,832	33,565	64,810	15,050	-	-	-	-
Pierce	-	-	1,634	8,796	3,283	1,090	412	-	(87)	-	-	-	-	-	-
subtotal	-	-	2,710	21,883	18,710	18,498	54,242	59,544	85,595	76,141	15,050	-	-	-	-
Right of Way															
Snohomish	-	-	2	614	11,489	4,210	185	1,387	934	47	-	-	-	-	-
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King	-	-	8	-	31	564	6,186	50	1,308	75	75	-	-	-	-
East King	-	1	23	5,769	(327)	4,211	2,057	8,798	8,793	-	320	-	857	1,715	1,716
Pierce	-	1	1	912	122	2,268	56	-	(5)	-	-	-	-	-	-
subtotal	-	2	33	7,295	11,315	11,253	8,485	10,235	11,031	122	395	-	857	1,715	1,716
Other Capital															
Snohomish	11	1,386	9,014	4,615	7,304	4,213	3,141	6,559	18,287	21,098	133	57	141	1,208	149
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King	8	932	3,570	2,300	4,542	1,935	2,540	1,419	13,261	6,013	2,155	5,681	11,096	189	121
East King	28	2,841	28,238	7,464	6,790	8,338	8,057	46,196	45,474	114,136	42,899	33,155	13,963	1,903	2,270
Pierce	23	173	14,599	3,426	7,067	287	68	1,149	13,718	9,627	-	96	222	353	-
subtotal	70	5,333	55,421	17,805	25,702	14,773	13,805	55,322	90,740	150,875	45,187	38,988	25,421	3,654	2,540
program total	70	5,335	58,165	48,982	55,727	44,525	76,532	125,102	187,367	227,138	60,632	38,988	26,278	5,369	4,256
NOMINAL $000s															
CAPITAL COSTS continued															
Light Rail															
Construction Costs															
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King	-	-	-	22	3,528	1,939	6,479	21,180	161,952	272,146	247,725	160,523	81,412	-	-
South King	-	-	-	-	489	(482)	1,543	1,892	31,409	138,395	144,671	83,308	25,606	-	-
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	-	-	-	495	13,809	25,756	9,946	481	3,994	-	-	-	-	-	-
subtotal	-	-	-	517	17,826	27,213	17,968	23,553	197,355	410,540	392,396	243,831	107,019	-	-
Right of Way															
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King	-	-	174	28,207	32,291	25,765	37,644	56,568	28,711	-	4,417	8,828	5,565	2,298	2,300
South King	-	-	-	818	1,516	4,408	685	30,315	17,994	-	1,704	3,405	2,147	886	887
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	-	-	120	2,384	(31)	(25)	29	-	36	-	-	-	-	-	-
subtotal	-	-	294	31,408	33,776	30,148	38,358	86,883	46,740	-	6,121	12,234	7,712	3,184	3,186
Other Capital															
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King	1,345	11,006	26,065	39,260	38,857	51,656	44,343	66,027	96,406	91,829	53,500	19,861	6,184	-	-
South King	319	2,107	5,330	8,074	7,575	940	16,675	28,194	38,167	32,712	21,788	6,543	1,728	-	-
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	57	3,025	3,709	6,318	2,969	4,880	1,701	161	1,062	-	-	-	-	-	-
subtotal	1,721	16,138	35,104	53,653	49,401	57,475	62,719	94,382	135,636	124,541	75,288	26,404	7,912	-	-
program total	1,721	16,138	35,396	85,578	101,002	114,836	119,045	204,818	379,731	535,081	473,805	282,469	122,642	3,184	3,186
Regional Fund															
Construction Costs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SOUND TRANSIT
Program Costs
Scenario:
Final

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Other Capital	1,607	2,267	26,509	2,641	88	1,107	4,750	4,825	3,170	4,237	10,737	10,934	11,099	8,915	9,146
program total	1,607	2,267	26,509	2,641	88	1,107	4,750	4,825	3,170	4,237	10,737	10,934	11,099	8,915	9,146
Total Capital Costs															
Snohomish	241	3,092	13,268	25,807	49,386	23,821	111,731	109,921	56,344	94,945	70,999	946	141	1,208	149
North King	1,345	11,006	26,239	67,489	74,676	79,360	88,466	143,776	287,069	363,974	305,642	189,212	93,161	2,296	2,300
South King	809	26,165	44,370	213,089	26,091	32,743	41,913	88,095	162,043	184,228	171,910	99,459	40,727	1,076	1,008
East King	28	2,842	28,260	17,769	16,020	26,020	37,289	95,826	87,831	178,946	58,270	33,155	14,820	3,618	3,986
Pierce	629	19,119	50,167	147,058	57,962	64,022	42,763	59,177	68,069	55,979	51,595	3,174	222	353	-
Regional Fund	1,607	2,267	26,509	2,641	88	1,107	4,750	4,825	3,170	4,237	10,737	10,934	11,099	8,915	9,146
total	4,660	64,491	188,833	473,854	226,223	227,073	326,907	501,621	664,526	882,309	669,153	336,881	160,170	17,469	16,589
TOTAL, O&M + CAPITAL															
Snohomish	241	3,150	16,797	29,714	55,524	30,632	117,383	122,597	73,819	111,484	90,684	20,484	20,452	22,727	22,735
North King	1,345	11,006	26,239	67,489	74,676	86,550	91,071	146,110	289,487	366,643	308,603	192,219	109,278	31,503	32,262
South King	809	26,208	45,501	217,878	40,029	44,708	54,576	103,779	177,661	204,445	193,922	122,656	68,126	33,529	34,933
East King	28	3,067	31,337	26,838	32,082	47,224	59,746	124,198	118,882	213,928	96,641	73,393	57,091	47,865	50,485
Pierce	709	19,909	54,314	156,985	74,943	85,292	64,276	85,399	94,710	88,928	90,102	43,525	41,936	43,799	45,484
Regional Fund	5,014	8,021	33,622	12,874	15,394	17,254	24,030	49,781	48,836	60,874	33,177	25,844	23,967	22,127	22,701
total	8,147	71,361	207,811	511,779	292,649	311,660	411,083	631,884	803,396	1,046,302	813,129	478,121	320,850	201,550	208,599

SOUND TRANSIT
Program Costs
Scenario:
Final

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	total thru 2006	total thru 2025
NOMINAL $000s																
OPERATING COSTS																
Commuter Rail																
Snohomish	10,652	11,189	11,743	12,354	12,984	13,658	14,378	15,150	15,907	16,599	17,373	18,165	19,012	19,876	20,986	276,909
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King	15,300	16,072	16,868	17,745	18,651	19,618	20,653	21,761	22,849	23,843	24,955	26,092	27,310	28,550	49,517	415,841
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	17,979	18,859	19,766	20,766	21,798	22,899	24,077	25,337	26,579	27,716	28,990	30,290	31,683	33,101	41,708	469,643
total	43,931	46,120	48,376	50,865	53,433	56,175	59,107	62,248	65,335	68,158	71,318	74,548	78,005	81,527	112,212	1,162,393
Regional Express																
Snohomish	13,062	13,718	14,409	15,135	15,900	16,704	17,551	18,441	19,379	20,366	21,405	22,499	23,650	24,862	51,779	365,614
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King	11,678	12,325	13,008	13,729	14,490	15,293	16,140	17,034	17,978	18,973	20,023	21,132	22,301	23,535	39,838	327,366
East King	48,870	51,366	53,994	56,759	59,671	62,737	65,965	69,364	72,943	76,711	80,680	84,859	89,261	93,896	166,497	1,345,201
Pierce	25,321	26,554	27,850	29,212	30,644	32,150	33,733	35,398	37,148	38,989	40,924	42,960	45,102	47,355	100,984	704,434
total	98,932	103,964	109,261	114,836	120,706	126,884	133,389	140,237	147,447	155,039	163,033	171,450	180,314	189,648	359,099	2,742,615
Light Rail																
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King	32,511	33,780	35,249	36,657	38,275	39,977	41,771	43,458	45,670	47,270	49,073	51,115	53,058	55,246	701,579	701,579
South King	8,990	9,340	9,747	10,136	10,583	11,054	11,550	12,016	12,628	13,070	13,569	14,134	14,671	15,276	194,490	194,490
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	4,337	4,499	4,663	4,844	5,027	5,222	5,429	5,648	5,883	6,120	6,386	6,657	6,946	7,240	118,033	118,033
total	45,838	47,619	49,658	51,636	53,886	56,253	58,750	61,123	64,180	66,461	69,027	71,905	74,675	77,761	1,014,102	1,014,102
Regional Fund	13,915	14,295	14,673	15,096	15,518	15,964	16,436	16,937	17,469	18,000	18,602	19,205	19,848	20,488	224,502	537,933
Total Operating Costs																
Snohomish	23,714	24,907	26,152	27,489	28,884	30,362	31,929	33,591	35,286	36,965	38,778	40,664	42,662	44,738	72,766	642,523
North King	32,511	33,780	35,249	36,657	38,275	39,977	41,771	43,458	45,670	47,270	49,073	51,115	53,058	55,246	17,217	701,579
South King	35,967	37,737	39,622	41,610	43,724	45,965	48,343	50,812	53,455	55,886	58,547	61,357	64,282	67,361	94,044	937,697
East King	48,870	51,366	53,994	56,759	59,671	62,737	65,965	69,364	72,943	76,711	80,680	84,859	89,261	93,896	166,497	1,345,201
Pierce	47,637	49,913	52,279	54,822	57,470	60,271	63,238	66,384	69,609	72,825	76,300	79,908	83,731	87,695	160,529	1,292,111
Regional Fund	13,915	14,295	14,673	15,096	15,518	15,964	16,436	16,937	17,469	18,000	18,602	19,205	19,848	20,488	224,502	537,933
total	202,615	211,998	221,968	232,434	243,542	255,276	267,682	280,545	294,431	307,657	321,980	337,107	352,841	369,424	735,555	5,457,044
NOMINAL $000s																
CAPITAL COSTS																
Commuter Rail																
Construction Costs																
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28,092	44,241
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	243,161	244,439
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	-	-	-	-	-	-	-	-	-	-	-	-	-	-	233,778	266,730
subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	505,032	555,411
Right of Way																
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	223,350	273,482
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21,912	21,969
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58,411	64,478
subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	303,674	359,929
Other Capital																
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63,959	69,436
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SOUND TRANSIT
Program Costs
Scenario:
Final

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	total thru 2006	total thru 2025
South King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93,088	93,941
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123,252	138,907
subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	280,299	302,284
program total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,089,004	1,217,623
Regional Express																
Construction Costs																
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	78,678	78,678
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49,575	49,575
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	193,944	208,994
Pierce	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15,128	15,128
subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	337,325	352,375
Right of Way																
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18,869	18,869
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,222	8,297
East King	1,715	1,712	1,715	1,712	1,713	1,712	1,713	1,713	-	-	-	-	-	-	29,325	47,638
Pierce	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,356	3,356
subtotal	1,715	1,712	1,715	1,712	1,713	1,712	1,713	1,713	-	-	-	-	-	-	59,771	78,159
Other Capital																
Snohomish	63	157	162	69	171	1,475	182	78	194	200	85	213	1,834	227	75,628	82,424
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South King	57	409	-	63	140	231	149	224	-	-	246	174	288	185	36,519	57,926
East King	1,578	3,151	1,748	2,157	2,166	2,789	2,012	2,773	2,093	2,683	2,500	2,908	2,889	3,462	267,563	396,661
Pierce	107	544	-	117	-	431	288	132	-	-	144	336	536	-	50,138	53,444
subtotal	1,805	4,261	1,909	2,405	2,477	4,926	2,631	3,207	2,286	2,883	2,975	3,630	5,547	3,874	429,847	590,455
program total	3,520	5,974	3,624	4,117	4,190	6,640	4,344	4,919	2,286	2,883	2,975	3,630	5,547	3,874	826,943	1,020,989

NOMINAL $000s

CAPITAL COSTS continued

Light Rail

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	total thru 2006	total thru 2025
Construction Costs																
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	467,246	956,906
South King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173,245	426,831
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54,481	54,481
subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	694,972	1,438,218
Right of Way																
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King	2,298	2,295	2,298	2,295	7,593	7,590	7,595	7,593	-	-	-	-	-	-	209,360	272,325
South King	886	885	886	885	2,929	2,928	2,929	2,929	-	-	-	-	-	-	55,736	80,022
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,512	2,512
subtotal	3,184	3,180	3,185	3,180	10,521	10,517	10,524	10,521	-	-	-	-	-	-	267,608	354,859
Other Capital																
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	466,794	546,338
South King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	140,093	170,153
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23,882	23,882
subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	630,769	740,373
program total	3,184	3,180	3,185	3,180	10,521	10,517	10,524	10,521	-	-	-	-	-	-	1,593,349	2,533,450
Regional Fund																
Construction Costs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SOUND TRANSIT
Program Costs
Scenario:
Final

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	total thru 2006	total thru 2025
Other Capital	9,390	9,646	9,901	10,187	10,471	10,772	11,091	11,429	11,788	12,146	12,552	12,959	13,393	13,825	51,200	261,581
program total	9,390	9,646	9,901	10,187	10,471	10,772	11,091	11,429	11,788	12,146	12,552	12,959	13,393	13,825	51,200	261,581
Total Capital Costs																
Snohomish	63	157	162	69	171	1,475	182	78	194	200	86	213	1,834	227	488,577	567,129
North King	2,295	2,295	2,298	2,295	7,593	7,590	7,595	7,593	-	-	-	-	-	-	1,143,401	1,775,570
South King	944	1,294	686	948	3,069	3,159	3,078	3,152	-	-	246	174	288	185	821,551	1,153,154
East King	3,292	4,864	3,462	3,869	3,878	4,502	3,725	4,486	2,093	2,983	2,500	2,908	2,869	3,462	490,832	653,293
Pierce	107	544	-	117	-	431	288	132	-	-	144	336	536	-	564,936	622,916
Regional Fund	9,390	9,646	9,901	10,187	10,471	10,772	11,091	11,429	11,788	12,146	12,552	12,959	13,393	13,825	51,200	261,581
total	16,094	18,800	16,710	17,484	25,182	27,929	25,958	26,869	14,074	15,029	15,527	16,589	18,940	17,699	3,560,496	5,033,643
TOTAL, O&M + CAPITAL																
Snohomish	23,777	25,064	26,313	27,558	29,055	31,837	32,111	33,669	35,480	37,165	38,864	40,876	44,496	44,965	561,342	1,209,653
North King	34,809	36,075	37,548	38,952	45,868	47,567	49,365	51,051	45,670	47,270	49,073	51,115	53,058	55,246	1,160,618	2,477,149
South King	36,911	39,032	40,509	42,558	46,793	49,124	51,421	53,964	53,455	55,886	58,793	61,531	64,569	67,546	915,594	2,090,851
East King	52,163	56,230	57,456	60,629	63,550	67,239	69,690	73,850	75,035	79,395	83,180	87,767	92,150	97,358	657,329	1,998,494
Pierce	47,744	50,456	52,279	54,939	57,470	60,703	63,526	66,515	69,609	72,825	76,444	80,244	84,268	87,695	725,465	1,915,027
Regional Fund	23,305	23,942	24,574	25,283	25,989	26,736	27,526	28,365	29,257	30,145	31,154	32,164	33,241	34,313	275,702	799,513
total	218,709	230,799	238,678	249,918	268,725	283,206	293,640	307,414	308,505	322,686	337,508	353,696	371,782	387,122	4,296,051	10,490,687

SOUND TRANSIT

Scenario: Final

Capital Replacement Parameters for ST Phase I Plan

All other costs in nominal $

		Basic Assumptions			% Initial Cost Replaced per Cycle (years)					
Capital Program Element	Type of Asset	Initial Cost in YOE$000s	% Distribution	1st Year Operated	10	12	15	20	30	total
Bus	Buses–1997	-		1997		100%				
	Buses–1998	-		1998		100%				
	Buses–1999	37,560		1999		100%				
	Buses–2000	5,653		2000		100%				
	Buses–2001	13,175		2001		100%				
	Buses–2002	-		2002		100%				
	Buses–2003	-		2003		100%				
	Buses–2004	17,600		2004		100%				
	Buses–2005	13,255		2005		100%				
	Buses–2006			2006		100%				
	Buses–2007	1,916		2007		100%				
	Buses–2008	1,973		2008		100%				
	Buses–2009	2,401		2009		100%				
	Buses–2010	3,654		2010		100%				
	Buses–2011	2,540		2011		100%				
	Buses–2012	1,805		2012		100%				
	Buses–2013	4,261		2013		100%				
	Buses–2014	1,909		2014		100%				
	Buses–2015	2,405		2015		100%				
	Buses–2016	2,477		2016		100%				
	Buses–2017	4,928		2017		100%				
	Buses–2018	2,631		2018		100%				
	Buses–2019	3,207		2019		100%				
	Buses–2020	2,286		2020		100%				
	Buses–2021	2,883		2021		100%				
	Buses–2022	2,975		2022		100%				
	Buses–2023	3,630		2023		100%				
	Buses–2024	5,547		2024		100%				
	Buses–2025	3,874		2025		100%				
	total	57,303								
Commuter Rail	Locomotives & railcars	143,576	13.3%	2007	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
	Trackwork & capacity	751,933	69.4%	2007	0.0%	0.0%	3.0%	1.0%	7.0%	11.0%
	Stations	175,730	16.2%	2007	2.0%	0.0%	0.0%	20.0%	10.0%	32.0%
	Maintenance & ROW	86,393	1.1%	2007	0.0%	0.0%	50.0%	0.0%	0.0%	50.0%
	total	1,157,632	100.0%							
Light Rail	Locomotives	-	0.0%	2009	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
	Railcars	198,789	9.0%	2009	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
	Aggregate line structure	1,460,156	66.4%	2009	0.5%	0.0%	0.0%	1.0%	1.5%	3.0%
	Track	124,192	5.6%	2009	0.0%	0.0%	0.0%	0.0%	28.0%	28.0%
	Train Control	120,136	5.5%	2009	0.0%	0.0%	15.0%	2.0%	10.0%	27.0%
	Fare Equipment	9,263	0.4%	2009	25.0%	0.0%	75.0%	0.0%	0.0%	100.0%
	Shop Equipment	16,884	0.8%	2009	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%
	Traction Power	76,816	3.5%	2009	0.0%	0.0%	0.0%	20.0%	60.0%	80.0%
	Pass. Stations-Structure	50,736	2.3%	2009	0.5%	0.0%	0.0%	1.0%	1.5%	3.0%
	Pass. Stations-Finishings	92,446	4.2%	2009	5.0%	0.0%	0.0%	45.0%	25.0%	75.0%
	Parking Facilities	7,848	0.4%	2009	0.0%	0.0%	10.0%	0.0%	25.0%	35.0%
	Escalators/elevators	12,826	0.6%	2009	0.0%	0.0%	60.0%	33.0%	0.0%	93.0%
	Support Vehicles	5,566	0.3%	2009	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
	Other Equipment	24,345	1.1%	2009	25.0%	0.0%	25.0%	50.0%	0.0%	100.0%
	total	2,200,000	100.0%							

SOUND TRANSIT
Scenario: Final

Capital Replacement Transactions - Sound Transit & Federal

Nominal$000s

capital program/subarea	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	total thru 2025
BUS																				
Beginning Balance																				
Snohomish	-	2,113	4,285	6,574	8,986	5,531	6,427	6,058	7,523	9,017	8,060	9,651	11,259	12,813	14,539	16,267	16,937	10,381	11,120	
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
South King	-	1,178	2,388	3,663	5,007	3,098	3,515	3,223	4,023	4,838	4,241	5,106	5,978	6,897	7,691	8,590	9,458	5,745	5,984	
East King	-	6,694	13,573	20,824	28,465	20,482	23,737	23,659	28,940	34,363	32,088	37,892	43,793	48,114	52,890	57,683	62,829	45,207	47,110	
Pierce	-	4,546	9,217	14,141	19,329	11,309	12,996	11,487	14,447	17,447	14,216	17,373	20,528	23,857	27,261	30,717	34,228	19,221	20,233	
total	-	14,531	29,462	45,202	61,787	40,419	46,676	44,427	54,933	65,665	58,605	70,021	81,558	91,682	102,382	113,257	123,451	80,553	84,446	
ST Inflows (Reserve Contributions + Interest Earnings)																				
Snohomish	2,113	2,171	2,289	2,412	2,541	1,695	1,555	1,464	1,495	1,576	1,591	1,608	1,696	1,787	1,879	1,980	2,102	1,948	1,791	**35,692**
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
South King	1,178	1,210	1,276	1,344	1,416	947	860	800	814	859	865	872	920	969	1,022	1,073	1,131	1,059	966	**19,581**
East King	6,694	6,878	7,252	7,640	8,050	5,855	5,498	5,281	5,424	5,718	5,804	5,901	6,223	6,556	6,865	7,209	7,570	7,343	6,999	**124,761**
Pierce	4,546	4,671	4,924	5,188	5,466	3,550	3,213	2,960	3,000	3,164	3,157	3,155	3,329	3,507	3,695	3,893	4,101	3,785	3,406	**72,711**
total	14,531	14,931	15,741	16,584	17,473	12,047	11,126	10,505	10,732	11,316	11,416	11,536	12,167	12,819	13,462	14,155	14,904	14,135	13,162	**252,745**
Federal Inflows																				
Snohomish	-	-	-	-	1,791	239	575	-	-	757	-	-	42	18	45	391	2,586	361	875	**7,680**
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
South King	-	-	-	-	993	158	344	-	-	435	-	-	-	52	37	61	1,447	245	628	**4,401**
East King	-	-	-	-	4,789	776	1,666	-	-	2,388	-	-	568	532	619	616	7,525	1,625	3,426	**24,530**
Pierce	-	-	-	-	4,028	556	1,411	-	-	1,910	-	-	-	31	71	114	5,708	829	2,201	**16,859**
total	-	-	-	-	11,602	1,730	3,995	-	-	5,489	-	-	610	633	773	1,183	17,265	3,059	7,130	**53,469**
Outflows (Full Cost)																				
Snohomish	-	-	-	-	7,787	1,037	2,498	-	-	3,289	-	-	184	79	197	1,701	11,244	1,569	3,805	**33,391**
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
South King	-	-	-	-	4,318	689	1,496	-	-	1,890	-	-	-	227	181	267	8,291	1,064	2,731	**19,134**
East King	-	-	-	-	20,822	3,376	7,242	-	-	10,382	-	-	2,470	2,312	2,691	2,680	32,717	7,065	14,895	**106,650**
Pierce	-	-	-	-	17,515	2,419	6,133	-	-	8,305	-	-	-	134	311	497	24,815	3,602	9,569	**73,300**
total	-	-	-	-	50,442	7,520	17,369	-	-	23,866	-	-	2,654	2,752	3,379	5,145	75,067	13,302	31,000	**232,476**
Ending Balance																				
Snohomish	2,113	4,285	6,574	8,986	5,531	6,427	6,058	7,523	9,017	8,060	9,651	11,259	12,813	14,539	16,267	16,937	10,381	11,120	9,981	**9,981**
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
South King	1,178	2,388	3,663	5,007	3,098	3,515	3,223	4,023	4,838	4,241	5,106	5,978	6,897	7,691	8,590	9,458	5,745	5,984	4,847	**4,847**
East King	6,694	13,573	20,824	28,465	20,482	23,737	23,659	28,940	34,363	32,088	37,892	43,793	48,114	52,890	57,683	62,829	45,207	47,110	42,640	**42,640**
Pierce	4,546	9,217	14,141	19,329	11,309	12,996	11,487	14,447	17,447	14,216	17,373	20,528	23,857	27,261	30,717	34,228	19,221	20,233	16,271	**16,271**
total	14,531	29,462	45,202	61,787	40,419	46,676	44,427	54,933	65,665	58,605	70,021	81,558	91,682	102,382	113,257	123,451	80,553	84,446	73,739	**73,739**

SOUND TRANSIT
Scenario: Final

Capital Replacement Transactions - Sound Transit & Federal

Nominal$000s

capital program/subarea	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	total thru 2025
COMMUTER RAIL																				
Beginning Balance																				
Snohomish	-	1,288	2,612	4,007	5,477	7,026	8,658	9,847	11,644	13,523	15,503	17,589	14,815	17,008	19,186	21,484	23,905	17,060	19,621	
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
South King	-	3,778	7,660	11,753	16,065	20,609	25,396	28,885	34,156	39,668	45,476	51,596	43,457	49,892	56,279	63,019	70,121	50,043	57,556	
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pierce	-	3,521	7,138	10,952	14,970	19,204	23,664	26,915	31,827	36,963	42,375	48,078	40,494	46,490	52,442	58,723	65,340	46,631	53,631	
total	-	8,587	17,410	26,712	36,512	46,838	57,717	65,647	77,627	90,154	103,355	117,263	98,766	113,390	127,907	143,226	159,365	113,734	130,808	
ST Inflows (Reserve Contributions + Interest Earnings)																				
Snohomish	1,288	1,323	1,395	1,470	1,549	1,632	1,719	1,797	1,879	1,980	2,086	2,212	2,194	2,178	2,298	2,421	2,683	2,561	2,443	**37,109**
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
South King	3,778	3,882	4,093	4,312	4,543	4,787	5,043	5,271	5,512	5,808	6,120	6,490	6,434	6,388	6,740	7,101	7,870	7,513	7,167	**108,853**
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Pierce	3,521	3,617	3,814	4,018	4,234	4,460	4,700	4,912	5,136	5,412	5,702	6,047	5,996	5,952	6,281	6,617	7,333	7,000	6,678	**101,431**
total	8,587	8,823	9,302	9,800	10,326	10,879	11,462	11,980	12,527	13,201	13,908	14,750	14,624	14,517	15,319	16,139	17,885	17,074	16,289	**247,393**
Federal Inflows																				
Snohomish	-	-	-	-	-	-	158	-	-	-	-	1,490	-	-	-	-	2,846	-	-	**4,494**
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
South King	-	-	-	-	-	-	464	-	-	-	-	4,370	-	-	-	-	8,348	-	-	**13,182**
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Pierce	-	-	-	-	-	-	433	-	-	-	-	4,072	-	-	-	-	7,779	-	-	**12,283**
total	-	-	-	-	-	-	1,055	-	-	-	-	9,931	-	-	-	-	18,972	-	-	**29,958**
Outflows (Full Cost)																				
Snohomish	-	-	-	-	-	-	688	-	-	-	-	6,477	-	-	-	-	12,373	-	-	**19,538**
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
South King	-	-	-	-	-	-	2,018	-	-	-	-	18,998	-	-	-	-	36,295	-	-	**57,312**
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Pierce	-	-	-	-	-	-	1,881	-	-	-	-	17,703	-	-	-	-	33,820	-	-	**53,404**
total	-	-	-	-	-	-	4,587	-	-	-	-	43,178	-	-	-	-	82,488	-	-	**130,254**
Ending Balance																				
Snohomish	1,288	2,612	4,007	5,477	7,026	8,658	9,847	11,644	13,523	15,503	17,589	14,815	17,008	19,186	21,484	23,905	17,060	19,621	22,065	**22,065**
North King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
South King	3,778	7,660	11,753	16,065	20,609	25,396	28,885	34,156	39,668	45,476	51,596	43,457	49,892	56,279	63,019	70,121	50,043	57,556	64,723	**64,723**
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Pierce	3,521	7,138	10,952	14,970	19,204	23,664	26,915	31,827	36,963	42,375	48,078	40,494	46,490	52,442	58,723	65,340	46,631	53,631	60,310	**60,310**
total	8,587	17,410	26,712	36,512	46,838	57,717	65,647	77,627	90,154	103,355	117,263	98,766	113,390	127,907	143,226	159,365	113,734	130,808	147,097	**147,097**

SOUND TRANSIT
Scenario: Final

Capital Replacement Transactions - Sound Transit & Federal
Nominal$000s

capital program/subarea	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	total thru 2025
LIGHT RAIL																				
Beginning Balance																				
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King	-	-	-	13,685	27,745	42,569	58,187	74,643	91,980	110,247	129,492	149,770	171,134	172,096	195,818	220,218	245,942	273,045	247,111	-
South King	-	-	-	4,014	8,139	12,487	17,068	21,895	26,981	32,339	37,984	43,932	50,199	50,482	57,440	64,597	72,143	80,093	72,486	-
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	-	-	-	547	1,110	1,703	2,327	2,986	3,679	4,410	5,180	5,991	6,845	6,884	7,833	8,809	9,838	10,922	9,884	-
total	-	-	-	18,246	36,994	56,759	77,583	99,523	122,640	146,995	172,656	199,693	228,178	229,461	261,090	293,625	327,923	364,060	329,481	-
ST Inflows (Reserve Contributions + Interest Earnings)																				
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King	-	-	13,685	14,061	14,824	15,618	16,455	17,337	18,267	19,246	20,277	21,364	22,509	23,722	24,401	25,724	27,102	28,555	30,036	**353,183**
South King	-	-	4,014	4,125	4,348	4,581	4,827	5,086	5,358	5,645	5,948	6,267	6,603	6,958	7,158	7,546	7,950	8,376	8,811	**103,600**
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	-	-	547	562	593	625	658	693	731	770	811	855	900	949	976	1,029	1,084	1,142	1,201	**14,127**
total	-	-	18,246	18,748	19,765	20,824	21,940	23,116	24,355	25,661	27,036	28,486	30,012	31,629	32,534	34,299	36,137	38,074	40,048	470,911
Federal Inflows																				
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King	-	-	-	-	-	-	-	-	-	-	-	-	6,436	-	-	-	-	16,276	-	**22,712**
South King	-	-	-	-	-	-	-	-	-	-	-	-	1,888	-	-	-	-	4,774	-	**6,662**
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	-	-	-	-	-	-	-	-	-	-	-	-	257	-	-	-	-	651	-	**908**
total	-	-	-	-	-	-	-	-	-	-	-	-	8,582	-	-	-	-	21,701	-	30,283
Outflows (Full Cost)																				
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King	-	-	-	-	-	-	-	-	-	-	-	-	27,983	-	-	-	-	70,765	-	**98,749**
South King	-	-	-	-	-	-	-	-	-	-	-	-	8,208	-	-	-	-	20,758	-	**28,966**
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	-	-	-	-	-	-	-	-	-	-	-	-	1,119	-	-	-	-	2,831	-	**3,950**
total	-	-	-	-	-	-	-	-	-	-	-	-	37,311	-	-	-	-	94,354	-	131,665
Ending Balance																				
Snohomish	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North King	-	-	13,685	27,745	42,569	58,187	74,643	91,980	110,247	129,492	149,770	171,134	172,096	195,818	220,218	245,942	273,045	247,111	277,147	**277,147**
South King	-	-	4,014	8,139	12,487	17,068	21,895	26,981	32,339	37,984	43,932	50,199	50,482	57,440	64,597	72,143	80,093	72,486	81,296	**81,296**
East King	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pierce	-	-	547	1,110	1,703	2,327	2,986	3,679	4,410	5,180	5,991	6,845	6,884	7,833	8,809	9,838	10,922	9,884	11,086	**11,086**
total	-	-	18,246	36,994	56,759	77,583	99,523	122,640	146,995	172,656	199,693	228,178	229,461	281,090	293,625	327,923	364,060	329,481	369,528	369,529

SOUND TRANSIT
Scenario: Final

Capital Replacement Transactions - Sound Transit & Federal
Nominal$000s

capital program/subarea	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	total thru 2025
REGIONAL TOTAL																				
Beginning Balance																				
Snohomish	-	3,401	6,896	10,581	14,463	12,556	15,085	15,906	19,167	22,540	23,564	27,240	26,074	29,822	33,725	37,751	40,842	27,441	30,741	
North King	-	-	-	13,685	27,745	42,569	58,187	74,643	91,980	110,247	129,492	149,770	171,134	172,096	195,818	220,218	245,942	273,045	247,111	
South King	-	4,956	10,048	19,431	29,211	36,194	45,979	54,003	65,160	76,844	87,701	100,634	99,634	107,270	121,411	136,207	151,721	135,881	136,025	
East King	-	6,694	13,573	20,824	28,465	20,482	23,737	23,659	28,940	34,363	32,088	37,892	43,793	48,114	52,890	57,683	62,829	45,207	47,110	
Pierce	-	8,066	16,355	25,640	35,409	32,215	38,988	41,386	49,953	58,820	61,771	71,442	67,868	77,231	87,536	98,249	109,405	76,774	83,748	
total	-	23,118	46,872	90,160	135,293	144,016	181,976	209,598	255,200	302,814	334,616	386,977	408,502	434,533	491,379	550,108	610,739	558,347	544,736	
ST Inflows (Reserve Contributions + Interest Earnings)																				
Snohomish	3,401	3,495	3,684	3,882	4,090	3,327	3,274	3,261	3,374	3,556	3,677	3,820	3,889	3,964	4,177	4,401	4,785	4,509	4,235	**72,801**
North King	-	-	13,685	14,061	14,824	15,818	16,455	17,337	18,267	19,246	20,277	21,364	22,509	23,722	24,401	25,724	27,102	28,555	30,036	**353,183**
South King	4,956	5,092	9,383	9,781	10,308	10,315	10,730	11,157	11,684	12,313	12,932	13,629	13,957	14,315	14,920	15,720	16,950	16,948	16,944	**232,034**
East King	6,694	6,878	7,252	7,640	8,050	5,855	5,498	5,281	5,424	5,718	5,804	5,901	6,223	6,556	6,865	7,209	7,570	7,343	6,999	**124,761**
Pierce	8,066	8,288	9,285	9,769	10,293	8,835	8,571	8,565	8,867	9,346	9,671	10,057	10,225	10,408	10,952	11,539	12,518	11,928	11,266	**188,270**
total	23,118	23,754	43,289	45,132	47,564	43,750	44,528	45,601	47,615	50,179	52,361	54,772	56,804	58,965	61,315	64,593	68,926	69,283	69,480	**971,049**
Federal Inflows																				
Snohomish	-	-	-	-	1,791	239	733	-	-	757	-	1,490	42	18	45	391	5,432	361	875	**12,174**
North King	-	-	-	-	-	-	-	-	-	-	-	-	6,436	-	-	-	-	16,276	-	**22,712**
South King	-	-	-	-	993	158	808	-	-	435	-	4,370	1,888	52	37	61	9,795	5,019	628	**24,245**
East King	-	-	-	-	4,789	776	1,666	-	-	2,388	-	-	568	532	619	616	7,525	1,625	3,426	**24,530**
Pierce	-	-	-	-	4,028	556	1,843	-	-	1,910	-	4,072	257	31	71	114	13,486	1,480	2,201	**30,050**
total	-	-	-	-	11,602	1,730	5,050	-	-	5,489	-	9,931	9,192	633	773	1,183	36,238	24,761	7,130	**113,711**
Outflows (Full Cost)																				
Snohomish	-	-	-	-	7,787	1,037	3,186	-	-	3,289	-	6,477	184	79	197	1,701	23,617	1,569	3,805	**52,929**
North King	-	-	-	-	-	-	-	-	-	-	-	-	27,983	-	-	-	-	70,765	-	**98,749**
South King	-	-	-	-	4,318	689	3,515	-	-	1,890	-	18,998	8,208	227	161	267	42,566	21,822	2,731	**105,412**
East King	-	-	-	-	20,822	3,376	7,242	-	-	10,382	-	-	2,470	2,312	2,691	2,680	32,717	7,065	14,895	**106,650**
Pierce	-	-	-	-	17,515	2,419	8,014	-	-	8,305	-	17,703	1,119	134	311	497	58,636	6,433	9,569	**130,854**
total	-	-	-	-	50,442	7,520	21,956	-	-	23,866	-	43,178	39,965	2,752	3,359	5,145	157,536	107,655	31,000	**494,594**
Ending Balance																				
Snohomish	3,401	6,896	10,581	14,463	12,556	15,085	15,906	19,167	22,540	23,564	27,240	26,074	29,822	33,725	37,751	40,842	27,441	30,741	32,046	**32,046**
North King	-	-	13,685	27,745	42,569	58,187	74,643	91,980	110,247	129,492	149,770	171,134	172,096	195,818	220,218	245,942	273,045	247,111	277,147	**277,147**
South King	4,956	10,048	19,431	29,211	36,194	45,979	54,003	65,160	76,844	87,701	100,634	99,634	107,270	121,411	136,207	151,721	135,881	136,025	150,867	**150,867**
East King	6,694	13,573	20,824	28,465	20,482	23,737	23,659	28,940	34,363	32,088	37,892	43,793	48,114	52,890	57,683	62,829	45,207	47,110	42,640	**42,640**
Pierce	8,066	16,355	25,640	35,409	32,215	38,988	41,386	49,953	58,820	61,771	71,442	67,868	77,231	87,536	98,249	109,405	76,774	83,748	87,666	**87,666**
total	23,118	46,872	90,160	135,293	144,016	181,976	209,598	255,200	302,814	334,616	386,977	408,502	434,533	491,379	550,108	610,739	558,347	544,736	590,365	**590,365**

SOUND TRANSIT
Cost Indices and Present Value Factors
Scenario:
Final

Year	Seattle CPI-U		Seattle BCI		ST ROWI		PV factors for 1995$		
	Index	% change	Index	% change	Index	% change	CPI-U	BCI	ST-ROWI
1995	152.3	-	3,020.4	-	82.0		1.000	1.000	1.000
1996	157.5	3.4%	3,101.3	2.7%	81.8	-0.3%	0.967	0.974	1.003
1997	163.0	3.5%	3,325.2	7.2%	86.0	5.1%	0.934	0.908	0.954
1998	167.8	2.9%	3,431.3	3.2%	100.0	16.3%	0.907	0.880	0.820
1999	172.8	3.0%	3,474.6	1.3%	108.8	8.8%	0.881	0.869	0.754
2000	179.2	3.7%	3,611.6	3.9%	114.2	5.0%	0.850	0.836	0.718
2001	185.7	3.7%	3,669.8	1.6%	115.3	1.0%	0.820	0.823	0.712
2002	189.4	1.9%	3,739.1	1.9%	112.0	-2.9%	0.804	0.808	0.733
2003	192.3	1.6%	3,846.7	2.9%	114.3	2.0%	0.792	0.785	0.718
2004	196.0	1.9%	3,880.5	0.9%	119.4	4.5%	0.777	0.778	0.687
2005	199.9	2.0%	3,977.9	2.5%	124.3	4.1%	0.762	0.759	0.660
2006	204.4	2.2%	4,092.9	2.9%	129.1	3.9%	0.745	0.738	0.636
2007	209.3	2.4%	4,216.7	3.0%	134.2	3.9%	0.727	0.716	0.611
2008	214.5	2.5%	4,355.6	3.3%	139.5	4.0%	0.710	0.693	0.588
2009	220.3	2.7%	4,490.1	3.1%	144.2	3.4%	0.691	0.673	0.569
2010	226.1	2.7%	4,633.6	3.2%	148.0	2.6%	0.673	0.652	0.554
2011	232.2	2.7%	4,780.7	3.2%	151.2	2.2%	0.656	0.632	0.543
2012	238.3	2.6%	4,924.7	3.0%	154.3	2.0%	0.639	0.613	0.532
2013	244.7	2.7%	5,086.7	3.3%	157.5	2.1%	0.622	0.594	0.521
2014	251.3	2.7%	5,252.3	3.3%	161.0	2.2%	0.606	0.575	0.510
2015	258.3	2.8%	5,412.1	3.0%	164.7	2.3%	0.589	0.558	0.498
2016	265.6	2.8%	5,587.6	3.2%	168.4	2.3%	0.573	0.541	0.487
2017	273.3	2.9%	5,768.5	3.2%	172.1	2.2%	0.557	0.524	0.477
2018	281.5	3.0%	5,964.9	3.4%	175.9	2.2%	0.541	0.506	0.466
2019	289.9	3.0%	6,186.2	3.7%	179.8	2.2%	0.525	0.488	0.456
2020	298.9	3.1%	6,401.7	3.5%	183.7	2.2%	0.509	0.472	0.447
2021	308.5	3.2%	6,609.0	3.2%	187.7	2.2%	0.494	0.457	0.437
2022	318.3	3.2%	6,854.1	3.7%	191.7	2.1%	0.478	0.441	0.428
2023	328.8	3.3%	7,108.0	3.7%	195.7	2.1%	0.463	0.425	0.419
2024	339.7	3.3%	7,360.4	3.5%	199.9	2.1%	0.448	0.410	0.411
2025	350.9	3.3%	7,637.7	3.8%	204.1	2.1%	0.434	0.395	0.402
2026	362.4	3.3%	7,925.4	3.8%	208.4	2.1%	0.420	0.381	0.394
2027	374.4	3.3%	8,224.1	3.8%	212.8	2.1%	0.407	0.367	0.386
2028	386.8	3.3%	8,533.9	3.8%	217.3	2.1%	0.394	0.354	0.378
2029	399.6	3.3%	8,855.5	3.8%	221.9	2.1%	0.381	0.341	0.370
2030	412.8	3.3%	9,189.1	3.8%	226.6	2.1%	0.369	0.329	0.362
2031	426.5	3.3%	9,535.4	3.8%	231.4	2.1%	0.357	0.317	0.355
2032	440.6	3.3%	9,894.6	3.8%	236.3	2.1%	0.346	0.305	0.347
2033	455.2	3.3%	10,267.4	3.8%	241.3	2.1%	0.334	0.294	0.340
2034	470.3	3.3%	10,654.3	3.8%	246.4	2.1%	0.324	0.283	0.333
2035	485.9	3.3%	11,055.7	3.8%	251.6	2.1%	0.313	0.273	0.326
2036	502.0	3.3%	11,472.3	3.8%	256.9	2.1%	0.303	0.263	0.319
2037	518.6	3.3%	11,904.5	3.8%	262.3	2.1%	0.294	0.254	0.313
2038	535.7	3.3%	12,353.1	3.8%	267.9	2.1%	0.284	0.245	0.306
2039	553.5	3.3%	12,818.5	3.8%	273.5	2.1%	0.275	0.236	0.300
2040	571.8	3.3%	13,301.5	3.8%	279.3	2.1%	0.266	0.227	0.294

Note: Indices are annual averages and are based on forecasts by Dick Conway & Associates (CPI), DRI-WEFA (BCI) and FABA (ROWI).

Estimated Size of Phase II
(Through 2016)

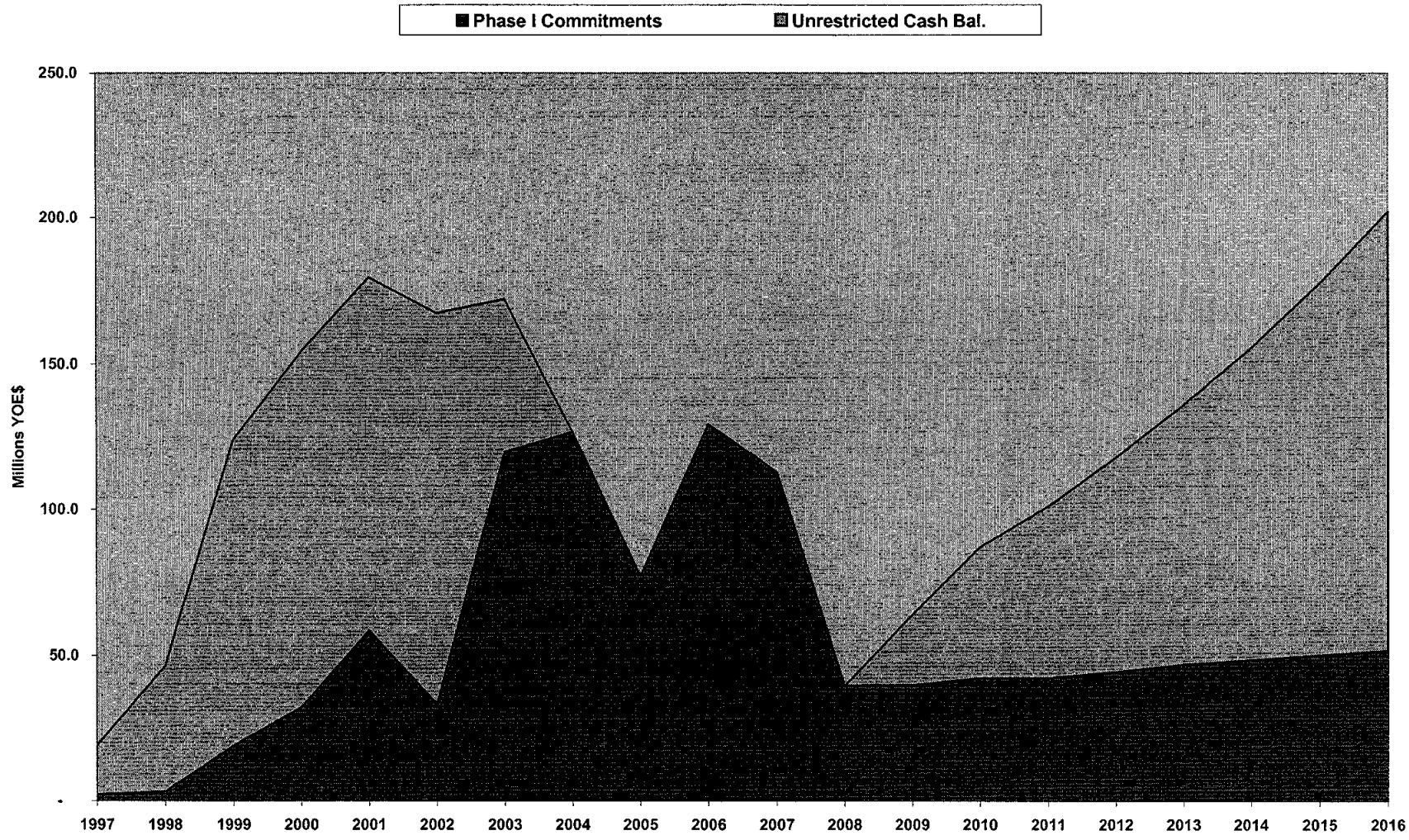
Scenario:
Final

(Nominal $000s)	**Snohomish**	**North King**	**South King**	**East King**	**Pierce**	**Regional Fund**	**Total**
Ending Unrestricted Cash Balance[1]	150,702	250,216	108,428	653,175	153,506	-	1,316,027
Additional Bonding Capacity[2]	88,103	234,153	84,165	467,665	115,916	-	990,003
Government Grants	-	-	-	-	-	-	-
Total Gross Resources[3]	**238,805**	**484,369**	**192,593**	**1,120,841**	**269,422**	**-**	**2,306,030**
% of Total Resources	*10.4%*	*21.0%*	*8.4%*	*48.6%*	*11.7%*	*0.0%*	*100.0%*
Regional Fund[4]	(23,881)	(48,437)	(19,259)	(112,084)	(26,942)	230,603	-
Total Net Resources[5]	**214,925**	**435,933**	**173,334**	**1,008,757**	**242,479**	**230,603**	**2,306,030**
% of Total Resources	*9.3%*	*18.9%*	*7.5%*	*43.7%*	*10.5%*	*10.0%*	*100.0%*

[1] As of 2016, assuming current tax rates.
[2] Percent of estimated unused bonding capacity as of 2016: 50%
[3] Unencumbered, before Regional Fund.
[4] Assuming Regional Fund projects require subarea levies of 10%
[5] Unencumbered, after Regional Fund.

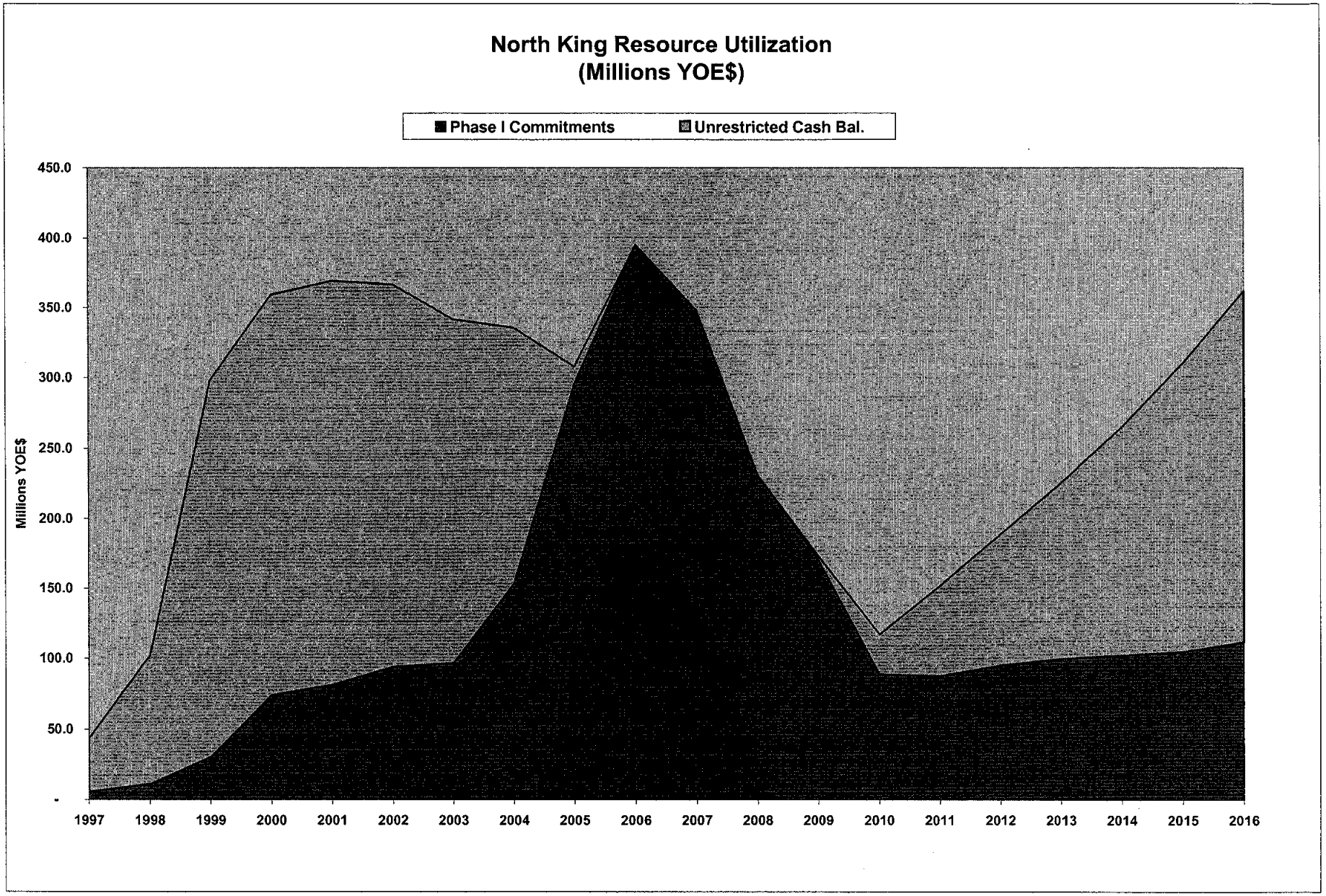
Scenario: Final

Snohomish Resource Utilization
(Millions YOE$)



	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Phase I Commitments	2.1	3.2	19.1	32.3	58.5	33.3	119.7	126.8	77.1	129.4	112.9	39.6	39.9	42.2	42.2	44.3	46.9	48.4	50.1	51.6
Unrestricted Cash Bal.	17.2	43.2	105.0	122.0	121.0	134.0	52.3	0.0	(0.0)	(0.0)	0.0	(0.0)	24.1	44.8	58.8	73.7	89.3	107.2	127.5	150.7
Total Uses	19.3	46.4	124.1	154.3	179.5	167.3	172.1	126.8	77.1	129.4	112.9	39.6	64.0	87.1	101.1	117.9	136.2	155.6	177.6	202.3

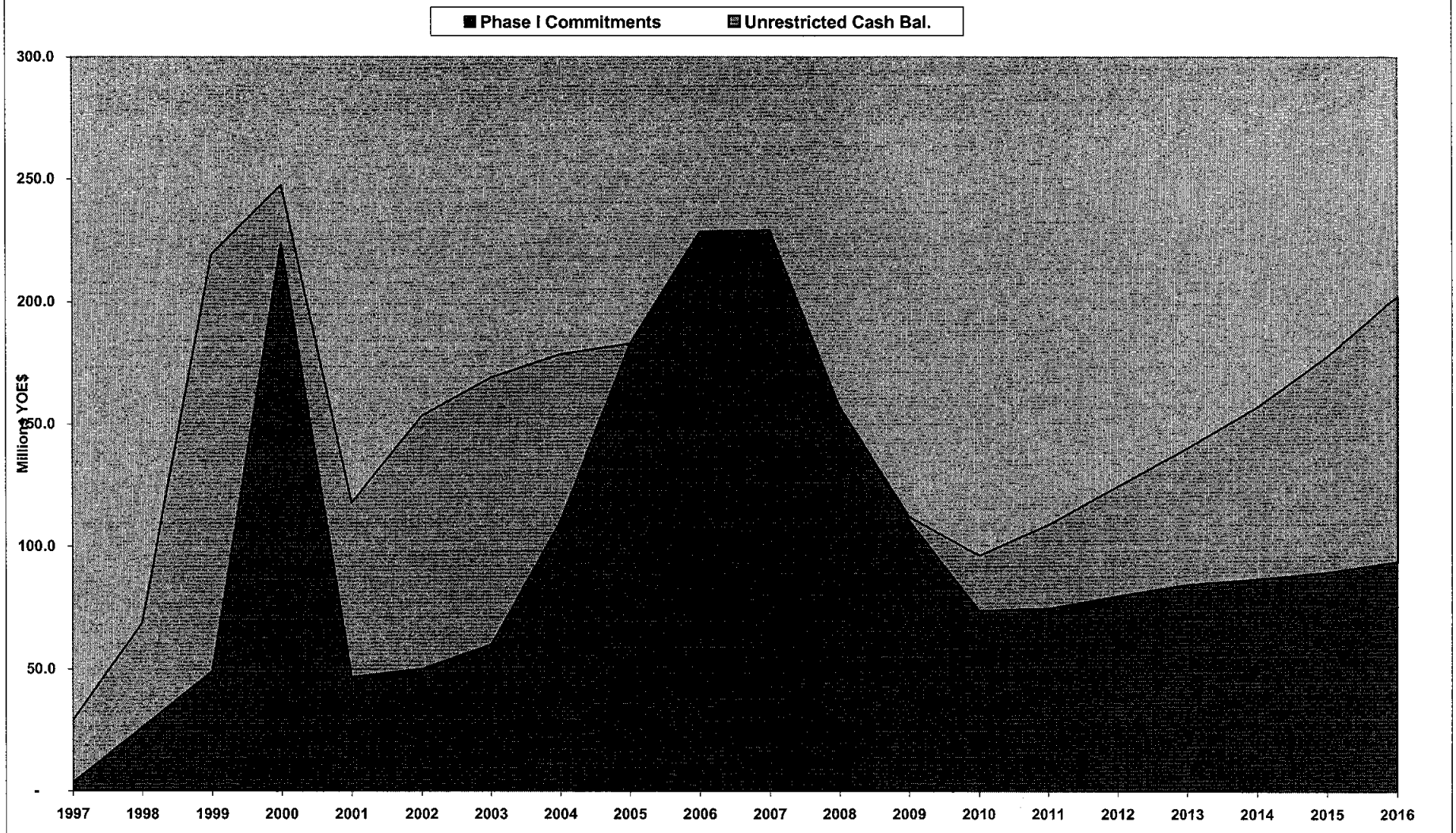
Scenario: Final



	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Phase I Commitments	5.5	11.1	30.6	74.0	81.3	94.2	96.8	153.6	295.9	395.1	347.8	230.9	170.5	88.9	87.6	95.2	99.9	102.3	104.8	111.8
Unrestricted Cash Bal.	38.3	90.9	267.8	285.2	287.8	272.4	244.7	181.8	11.9	(0.0)	(0.0)	(0.0)	2.7	28.5	64.3	94.1	126.0	163.2	205.9	250.2
Total Uses	43.8	102.0	298.4	359.2	369.1	366.5	341.5	335.4	307.8	395.1	347.8	230.9	173.2	117.3	151.9	189.3	225.9	265.5	310.8	362.0

Scenario: Final

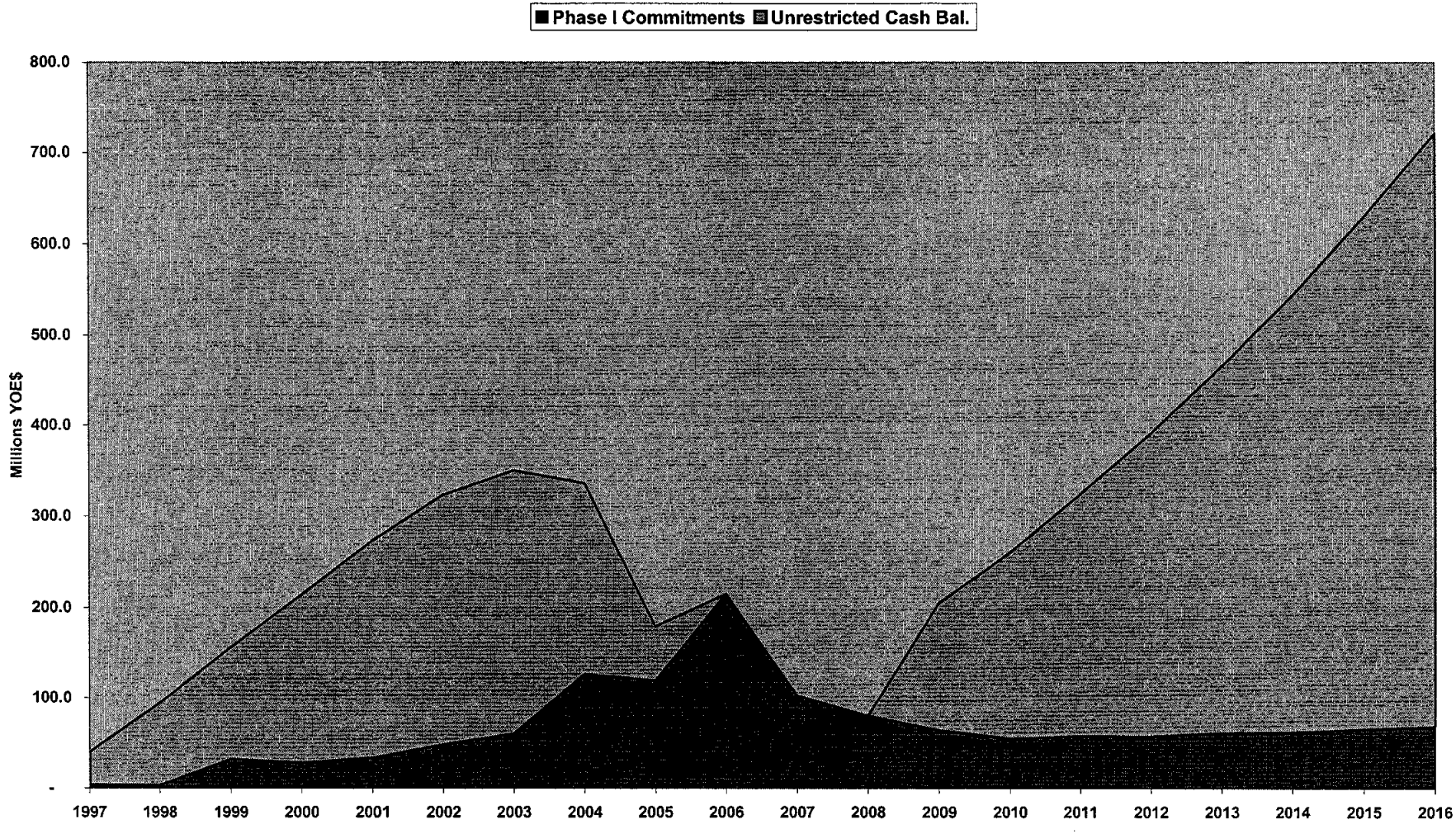
South King Resource Utilization
(Millions YOE$)



	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Phase I Commitments	3.5	26.3	49.3	223.9	46.7	50.1	60.0	110.4	183.0	228.6	228.9	157.1	110.6	74.0	74.8	79.9	84.6	86.7	89.6	93.9
Unrestricted Cash Bal.	25.5	42.8	170.2	23.6	71.1	103.3	109.1	68.2	0.0	(0.0)	(0.0)	0.0	1.5	22.5	34.2	44.7	55.7	70.3	88.2	108.4
Total Uses	29.1	69.1	219.5	247.5	117.8	153.4	169.1	178.6	183.0	228.6	228.9	157.1	112.1	96.4	108.9	124.6	140.3	157.1	177.8	202.3

Scenario: Final

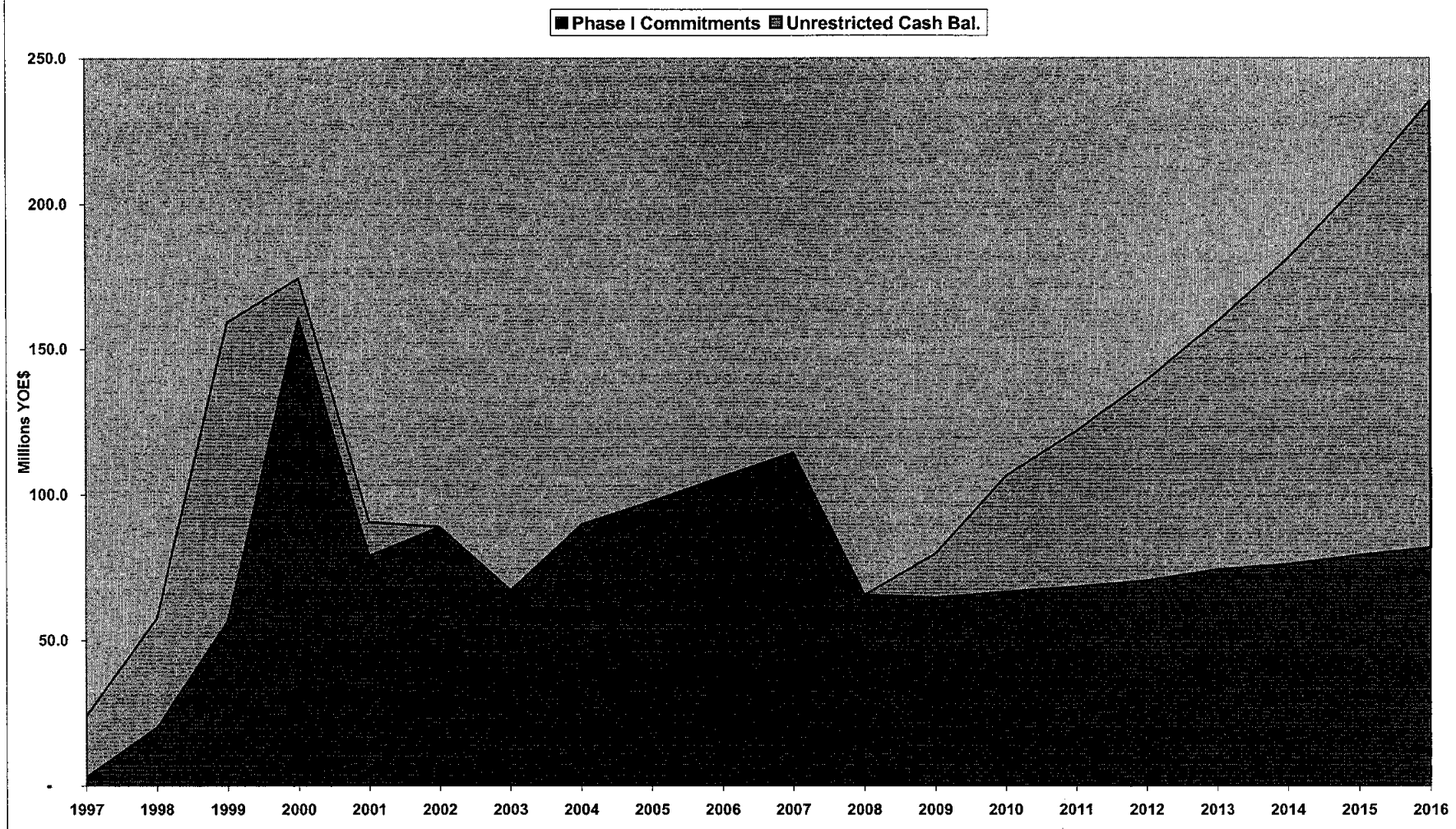
East King Resource Utilization
(Millions YOE$)



	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Phase I Commitments	3.7	3.2	31.9	28.0	33.5	48.1	60.2	126.3	119.4	215.1	102.4	80.1	64.0	54.9	57.6	57.1	60.9	61.9	65.1	68.0
Unrestricted Cash Bal.	35.8	90.8	124.1	185.9	239.6	275.1	290.0	209.8	60.0	0.0	(0.0)	(0.0)	140.9	205.1	266.6	333.9	404.5	481.8	564.4	653.2
Total Uses	39.5	94.0	155.9	213.9	273.1	323.2	350.2	336.1	179.3	215.1	102.4	80.1	204.9	260.0	324.2	391.0	465.4	543.7	629.5	721.2

Scenario: Final

Pierce Resource Utilization
(Millions YOE$)



	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Phase I Commitments	3.0	20.1	56.9	161.0	79.2	89.0	67.4	89.9	97.8	106.3	114.5	65.7	64.8	66.7	68.5	70.5	74.3	76.2	79.3	81.8
Unrestricted Cash Bal.	21.0	37.6	102.4	13.6	11.5	0.0	(0.0)	0.0	0.0	(0.0)	(0.0)	0.0	15.2	39.8	53.4	68.9	85.3	105.1	127.5	153.5
Total Uses	24.0	57.7	159.3	174.6	90.7	89.0	67.4	89.9	97.8	106.3	114.5	65.7	79.9	106.5	121.9	139.4	159.6	181.3	206.8	235.3

GLOBAL ASSUMPTIONS

Scenario Name:
Final

Base year for constant dollars	1995

Minimum Fund Balances		
General Fund	$ 14,204	(adjusts for negative balance at beginning of 1997)
Operating Reserves	2	months of O&M expenses
Bond Reserve	7.149%	of outstanding principal

Baseline Financing Assumptions		
Interest earnings rate for GF and reserves	3.90%	% of fund balance
Borrowed Funds		
Bond Term	30	years
Grace Period	5	years
Bond Interest Rate	5.85%	
All-in issuance costs	1.50%	% of par
GAN Interest Rate	5.50%	

Bond acceleration options:	
Accelerate repayment?	N
All-in premium on called bonds	2.50%
Earliest year to call (if feasible)	2020

Tax Rates	**Sales Tax**	**MVET**	**Rental Car**
1997-2025	0.4%	0.3%	0.8%